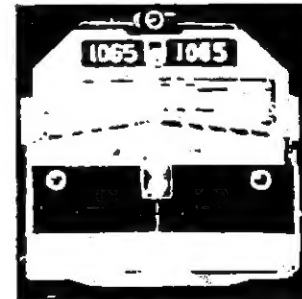
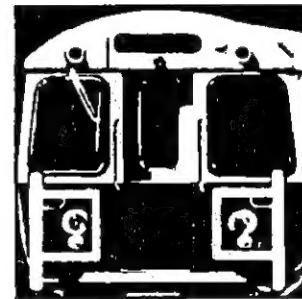
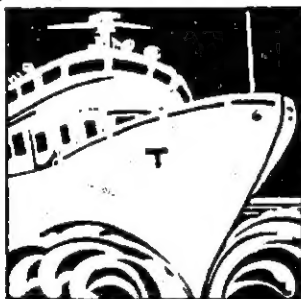
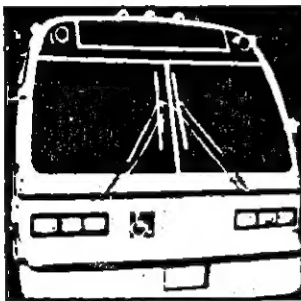


# COMMUTING IN A NEW CENTURY



Phase 1 Report: Initial Study of Suggested  
Transportation Improvements



# EXECUTIVE SUMMARY





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## Executive Summary

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The Executive Office of Transportation and Construction (EOTC) has begun a broad transportation planning effort which it has named "Commuting in a New Century." The effort was originally conceived as a revision of the Program for Mass Transportation (PMT). However, in light of the emphasis being placed on intermodal transportation planning at the federal level and in light of the large number of public comments made regarding intermodal connections and highway modes of travel, EOTC saw fit to include all modes of travel in the study. All considerations of interconnectivity with highway modes will be carried on in cooperation with the Massachusetts Department of Public Works. The broad planning effort can be thought of as a step toward a Congestion Management Plan for the Boston Region, containing within it the revised PMT.

Although a Congestion Management Plan is a new type of transportation planning effort, the PMT has a twenty-five year history. Two years after its establishment, the MBTA produced the first PMT in 1966. A major revision was done between 1976 and 1978 which produced the capital program still in effect. Much has been accomplished since the endorsement of the 1978 PMT: the Red Line extension from Harvard to Alewife, the Orange Line relocation in the Southwest Corridor, and a large number of smaller-scale improvements to all parts of the MBTA system.

Since a revised PMT will be one of the products of the Commuting in a New Century study, the process for the broad study has been structured in accordance with the prescribed PMT revision process, found in section 5(g) of Chapter 161A of Massachusetts General Laws (MGL). As stipulated in the legislation, EOTC has been working in cooperation with the MBTA and in consultation with the Executive Office of Communities and Development, the Metropolitan Area Planning Council and the MBTA Advisory Board. These five agencies compose the Working Committee which has been meeting to carry out the process since the Summer of 1991.

The Committee has outlined a four-phase work program:

Phase I - Assembling ideas for possible improvements in commuting  
Target completion date - Dec. 31, 1991

Phase II - Reviewing and sorting these ideas for further development

Target completion date - Mar. 31, 1992

Phase III - Intensive analysis of selected ideas

Target completion date - June 30, 1993

Phase IV - Analysis of remaining ideas

Target completion date - June 30, 1994

This document is the summary of the public outreach process of Phase I. The first step in the process was the formation of an advisory committee made up of public interest groups. A list of organizations was assembled and each was invited to participate in the study. Membership in the Advisory Committee remains open; at present it is composed of forty-seven agencies and organizations who represent a wide spectrum of opinions and membership. In order to represent the needs of commuters and travelers who reside outside of the urban core of the Boston region, the Advisory Committee contains all of the regional planning agencies and regional transit authorities in eastern Massachusetts.

The duties of the Advisory Committee are two-fold. First, the Committee is expected to meet periodically to offer review and guidance during each of the four phases of the PMT process. Second, each Advisory Committee representative is expected to keep his or her membership informed of the activities of the revision process.

Much of the public input into the Commuting in a New Century study came in eight Transportation Town Meetings held in locations spread throughout the metropolitan region. Working with the MBTA, EOTC made a significant effort to notify the public about the meetings. Approximately 8,000 brochures were produced promoting the Transportation Town Meetings and also including a survey form, enlisting readers to write their comments down and mail them in. Brochures were sent to all local elected officials within the proposed study area, to all planning boards and public works departments in the cities and towns within the MBTA District, and to each Senator and Representative in the Massachusetts Legislature. Advisory Committee members distributed brochures to their organizations and they also were made available at various public locations such as town halls and local libraries. In addition, the MBTA Marketing Department displayed 200 posters advertising the meetings at rapid transit stations and distributed flyers on the seats of commuter rail trains in order to increase public awareness.

Each of the Transportation Town Meetings began with a presentation by transportation agency officials and staff. The presentations included a slide show on demographic trends in the region, remarks by Matthew Coogan, Program Advisor to the Study, and a description of the process of the PMT revision.

Handouts were distributed at each of the town meetings describing the study area for each corridor and presenting a description of:

- transit projects recently completed,
- projects currently underway,
- proposed projects subject to available funding, and
- potential future projects.

Each compilation was intended to serve as a starting point for discussion.

The complete Phase I report includes a list of the members of the Advisory Committee, copies of all of the handouts from the Town Meetings, minutes of the Town Meetings and copies of all the written comments submitted by the public.

### **Future Actions**

Phase II of the study will consist of screening the projects listed in Phase I to determine consistency with state, regional, and local transportation goals, policies, and objectives. Criteria for evaluation will be established in conjunction with the Advisory Committee. The Working Committee, aided by staff, will prepare a winnowed list based on these criteria for approval by the Advisory Committee. The winnowed list will be carried forward for further analysis in Phase III. The Advisory Committee will meet to discuss the results of Phase I and the direction of Phase II on January 17, 1992. It is expected that two additional meetings will be held before Phase II is completed on March 31, 1992.

Suggestions from the public which are purely operational in nature will be forwarded to MBTA Operations. The Working Committee believes that it is important to respond as soon as possible to these questions and ideas. Therefore, a supplementary document which responds to operational comments will be produced early in 1992.

As a result of the public process and the wide range of comments received on all types of commuting, the transportation planning process should not be restricted to identifying capital projects to improve MBTA transit service in isolation of other transportation factors. It is important that throughout this study, all forms of potential improvements be examined, especially those with relatively low capital costs. It is important to emphasize to the public that improvements made to one mode may have tie-in benefits to other parts of the interdependent transportation system.



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# INTRODUCTION



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## Introduction

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The Executive Office of Transportation and Construction (EOTC) has begun a broad transportation planning effort which it has named "Commuting in a New Century." The effort was originally conceived as a revision of the Program for Mass Transportation (PMT). However, in light of the emphasis being placed on intermodal transportation planning at the federal level and in light of the large number of public comments made regarding intermodal connections and highway modes of travel, EOTC saw fit to include all modes of travel in the study. All considerations of interconnectivity with highway modes will be carried on in cooperation with the Massachusetts Department of Public Works. The broad planning effort can be thought of as a step toward a Congestion Management Plan for the Boston Region, containing within it the revised PMT.

Although a Congestion Management Plan is a new type of transportation planning effort, the PMT has a twenty-five year history. Two years after its establishment, the MBTA produced the first PMT in 1966. A major revision was done between 1976 and 1978 which produced the capital program still in effect. Much has been accomplished since the endorsement of the 1978 PMT: the Red Line extension from Harvard to Alewife, the Orange Line relocation in the Southwest Corridor, and a large number of smaller-scale improvements to all parts of the MBTA system.

Since a revised PMT will be one of the products of the Commuting in a New Century study, the process for the broad study has been structured in accordance with the prescribed PMT revision process, found in section 5(g) of Chapter 161A of Massachusetts General Laws (MGL). As stipulated in the legislation, EOTC has been working in cooperation with the MBTA and in consultation with the Executive Office of Communities and Development, the Metropolitan Area Planning Council and the MBTA Advisory Board. These five agencies compose the Working Committee which has been meeting to carry out the process since the Summer of 1991.

The Working Committee has outlined a four-phase work program:

**Phase I - Assembling ideas for improvements in commuting**

Target completion date - Dec. 31, 1991

**Phase II - Reviewing and sorting these ideas for further development**

Target completion date - Mar. 31, 1992

**Phase III - Intensive analysis of selected ideas**

**Target completion date - June 30, 1993**

**Phase IV - Analysis of remaining ideas**

**Target completion date - June 30, 1994**

This document is the summary of the public outreach process of Phase I. Chapter 1 contains a listing of the members of the Advisory Committee. Chapter 2 contains the brochure which was produced to promote participation in the Transportation Town Meetings. Chapter 3 contains all the materials which were presented or received at the Transportation Town Meetings. First there is a summary of the slide show on demographic trends in the region. Then there are copies of the handouts distributed at the public meetings. These handouts describe existing transit service in each corridor and list current and future proposed improvement projects. There is also a discussion of the process for the revision of the PMT. The final part of Chapter 3 is a full set of minutes from the eight public meetings. Comments and proposals which were submitted in writing are contained in Chapter 4. Chapter 4 also contains a listing of current or proposed projects already undergoing public discussion as proposed by public agencies. Finally, Chapter 5 attempts to put all of the suggestions contained in Chapters 3 and 4, plus additional suggestions, into a coherent framework.

# CHAPTER 1

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Advisory Committee



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## 1. Advisory Committee

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The first step in the process was the formation of an advisory committee made up of public interest groups. A list of organizations was assembled and each was invited to participate in the study. Membership in the Advisory Committee remains open; at present it is composed of forty-seven agencies and organizations who represent a wide spectrum of opinions and membership. In order to represent the needs of commuters and travelers who reside outside of the urban core of the Boston region, the Advisory Committee contains all of the regional planning agencies and regional transit authorities in eastern Massachusetts.

The duties of the Advisory Committee are two-fold. First, the Committee is expected to meet periodically to offer review and guidance during each of the four phases of the PMT process. Second, each Advisory Committee representative is expected to keep his or her membership informed of the activities of the revision process.

Included in this chapter are the following:

1. A list of committee members, a letter from Secretary Taylor announcing the formulation of the Advisory Committee and the date of the first meeting;
2. The agenda from the first meeting on October 18, 1991;
3. The letter of November 18, 1991 notifying the members of the progress of Phase 1 and urging their submittal of comments and ideas to be included in the Phase I report. The letter also announced the date of the second meeting of the PMT Advisory Committee, Jan. 17, 1992.





## **PMT Advisory Committee**

1000 Friends of Mass  
Access Advisory Committee to the MBTA  
American Automobile Association  
American Planning Association  
Artery Business Committee  
Association for Public Transportation  
Boston Area Bicycle Coalition  
Boston Green Space Alliance  
Boston Society of Civil Engineers  
Boston Traffic and Parking Department  
Brockton Area Transit  
Cape Ann Transportation Authority  
Caravan for Commuters, Inc.  
City of Cambridge  
Committee for Regional Transportation  
CommuteWorks, Med. Area Serv.  
Conservation Law Foundation  
Construction Industries of Mass.  
Executive Office for Elder Affairs  
Executive Office of Economic Affairs  
FHWA, Region 1  
Greater Attleboro-Taunton Regional Transit Authority  
Greater Boston Massachusetts Labor Council, AFL-CIO  
House Transportation Committee  
Joint Regional Transportation Committee  
League of Women Voters  
Lowell Regional Transit Authority  
Mass Audubon Society  
Mass Turnpike Authority  
Mass. Department of Public Works  
Massachusetts Municipal Association  
Massport  
Merrimack Valley Regional Transit Authority  
Metropolitan District Commission  
Montachusett Regional Planning Commission  
Motor Transportation Assoc. Inc.  
Move Mass 2000  
Nat'l Assoc. of Industrial & Office Parks  
New England Bus Trans Assoc.  
New England Section, ITE  
Old Colony Planning Council  
Route 128 Transportation Council

## **PMT Advisory Committee (cont)**

Senate Transportation Committee

Sierra Club

South Shore Chamber of Commerce

The Boston Steering Committee

U.S. Environmental Protection Agency

UMTA, Region 1

**Commuting in a New Century**  
**Launching the Program for Mass Transportation**  
**October 18, 1991 at 1:30 P.M.**  
**Conference Rooms 2 & 3**  
**State Transportation Building**

**AGENDA**

- Hosts:** Executive Office of Transportation and Construction  
Executive Office of Communities and Development  
Massachusetts Bay Transportation Authority  
MBTA Advisory Board  
Metropolitan Area Planning Council
- I. Introductions by Secretary Richard L. Taylor
  - II. Opening Remarks
    - *Roger Provost, Acting Asst. Secretary, EOCD*
    - *Anne Larner, Executive Director, MBTA Advisory Board*
    - *Franklin G. Ching, President, MAPC*
  - III. Synopsis of Planning Process by Secretary Taylor
  - IV. Remarks by John J. Haley, Jr., MBTA General Manager
  - V. Presentation of Commuter Demographics
  - VI. Discussion of Work-Scope and Schedule
  - VII. Questions & Answers



# *The Commonwealth of Massachusetts*

*Executive Office of Transportation & Construction*

*Office of the Secretary*

*10 Park Plaza, Room 3510*

*Boston, MA 02116-3269*

*Telephone 973-7000*

*FIL (617) 973-7306*

*Telex (617) 323-6454*

*William F. Weld*

*Governor*

*L. Paul Cellucci*

*Secretary of Transportation*

*Richard L. Taylor*

*Secretary*

October 9, 1991

Dear Friend,

It is time to take a fresh look at the commuting needs of the Boston Metropolitan region. New federal legislation, such as the 1990 Clean Air Act Amendments and the proposed 1991 Federal Surface Transportation Act, is promoting the search for options which improve mobility while upgrading air quality. On a regional level, these legislative actions will bring new challenges in planning for new transit and highway services which are both environmentally sensitive and cost effective.

In order to fully study the options available to us, it is crucial that we initiate a process of comprehensive transportation planning. To begin this process, EOTC along with the MBTA Advisory Board, the Metropolitan Area Planning Council and the Executive Office of Communities and Development would like to invite you to participate in revising the Program for Mass Transportation (PMT) for the Boston Metropolitan area, which is a major component of the Transportation Plan.

I am asking for your help in two specific areas. First, I would like you to serve as a representative on an advisory committee that will help shape and focus the study and then provide comment during each phase of the planning process. This commitment will involve attending a series of meetings throughout the three year planning process to offer advice and guidance. Second, I need your help in keeping your constituents informed about the progress and issues involved in this study.

The kick-off meeting will be held on October 18, 1991 at 1:30 p.m. in Conference Rooms 5 & 6 of the State Transportation Building. An agenda is attached. To encourage public participation, we have scheduled a series of eight town meetings to be held between October 28 and November 14. A listing of the dates and locations of each of the town meetings is attached.

I look forward to seeing you on October 18th.

Sincerely yours,

*Richard L. Taylor*  
Secretary of Transportation



# *The Commonwealth of Massachusetts*

## *Executive Office of Transportation & Construction*

### *Office of the Secretary*

*10 Park Plaza, Room 3510*

*Boston, MA 02116 - 3969*

*Telephone 978 - 7000*

*TDD (617) 973 - 7306*

*Telefax (617) 523 - 6454*

*William F. Weld*  
*Governor*

*Angelo Paul Cellucci*  
*Lieutenant Governor*

*Richard L. Taylor*  
*Secretary*

October 9, 1991

Dear Transit Authority Administrators and Planning Agency Directors:

It is time to take a fresh look at the commuting needs of the Boston Metropolitan region. New federal legislation, such as the 1990 Clean Air Act Amendments and the proposed 1991 Federal Surface Transportation Act, is promoting the search for options which improve mobility while upgrading air quality. On a regional level, these legislative actions will bring new challenges in planning for new transit and highway services which are both environmentally sensitive and cost effective.

In order to fully study the options available to us, it is crucial that we initiate a process of comprehensive transportation planning. To begin this process, EOTC along with the MBTA Advisory Board, the Metropolitan Area Planning Council and the Executive Office of Communities and Development would like to invite you to participate in revising the Program for Mass Transportation (PMT) for the Boston Metropolitan area, which is a major component of the Transportation Plan.

The PMT will not study local transit service within your areas, however, it will focus on existing MBTA services and those planned to extend into your area. Therefore, I feel that it is important to have your input into this planning process.

I am asking for your help in two specific areas. First, I would like you to serve as a representative on an advisory committee that will help shape and focus the study and then provide comment during each phase of the planning process. This commitment will involve attending a series of meetings throughout the three year planning process to offer advice and guidance. Second, I need your help in keeping your constituents informed about the progress and issues involved in this study.

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*Boston, MA 02116-3969*

*Telephone 973-7000*

*TDD (617) 973-7306*

*Telefax (617) 523-6454*

**November 18, 1991**

*William F. Weld*  
*Governor*

*Argeo Paul Cellucci*  
*Lieutenant Governor*

*Richard L. Taylor*  
*Secretary*

**Dear Advisory Committee member:**

As an update on the progress of the Program for Mass Transportation, I am happy to announce the completion of eight Transportation Town Meetings held at various locations around the Boston Metropolitan Area. Over the last three weeks, these meetings have succeeded in bringing out substantial interest in the Program for Mass Transportation, and over 100 people made suggestions for future analysis. A summary of the material presented at these meeting is attached.

The first meeting of the Advisory Committee to the Program for Mass Transportation was held at the State Transportation Building on October 18, 1991. At that time, we discussed the proposed schedule and documents of the Program for Mass Transportation, and the need for timely input from all Advisory Committee members. For the remaining work of Phase I, and to prepare for Phase II, that schedule is as follows:

December 16, 1991 - Deadline for suggestions for Phase I Report  
December 31, 1991 - Phase I Report available for distribution  
January 17, 1991 - PMT Advisory Committee meets to develop Phase II

If there are any comments on future transportation strategies, concepts or projects your or your organization would like to include in the PMT Phase I report, the deadline is December 16, 1991. Please mail to: Commuting in a New Century, Room 2510 State Transportation Building, 10 Park Plaza, Boston, MA, 02116. If you have questions about becoming involved in the PMT process, call Bob Sloane at (617) 973-7142, (TDD 617-973-7089).

Sincerely

*Richard L. Taylor*  
Richard L. Taylor  
Secretary of Transportation

# CHAPTER 2

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## Public Outreach Process





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## 2. Public Outreach Process

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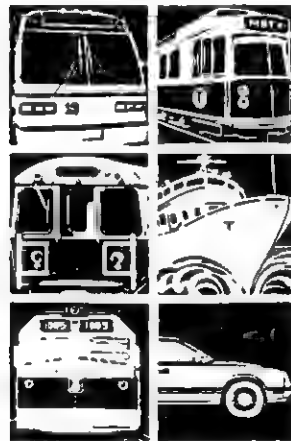
Much of the public input into the Commuting in a New Century study came in eight Transportation Town Meetings held in locations spread throughout the metropolitan region. Working with the MBTA, EOTC made a significant effort to notify the public about the meetings.

Approximately 8,000 brochures were produced promoting the Transportation Town Meetings and also including a survey form, enlisting readers to write their comments down and mail them in. Brochures were sent to all local elected officials within the proposed study area, to all planning boards and public works departments in the cities and towns within the MBTA District, and to each Senator and Representative in the Massachusetts Legislature. Advisory Committee members distributed brochures to their organizations and they also were made available at various public locations such as town halls and local libraries.

In addition, the MBTA Marketing Department displayed 200 posters advertising the meetings at rapid transit stations and distributed flyers on the seats of commuter rail trains in order to increase public awareness.



# COMMUTING IN A NEW CENTURY



How do we get  
there  
from here?

## **Commuting.**

The daily grind. Rush hour traffic. Congestion. It's a big problem in the city and not much better in the suburbs. What can be done to improve it?

For the past twenty years, Massachusetts has been improving public transportation in order to provide options for commuters, reduce congestion on highways, improve regional air quality and eliminate the need for new, disruptive urban highways.

Now is the time to prepare for commuting in the 21st century. The state transportation agencies are beginning a long-range planning effort for the next twenty years. We are looking for a forward-thinking approach to travel in the Boston region so that we can overcome current transportation problems and avoid future ones. With limited financing, what are our options up to the year 2010?

## **We need your ideas.**

We want your ideas on how to meet transportation challenges in the city and in the suburbs. Your comments will give us a sense of the needs of the citizens of Eastern Massachusetts and ways to meet those needs.

The best ideas have the following characteristics:

- Improvement of commuting service
- Optimal use of existing facilities
- Cost-effectiveness
- Contribution to a healthy, active economy
- Promotion of a healthful environment
- Consistency with land use plans
- Sensitivity to the special needs of people who are elderly or disabled

The more specific the idea, the better we will be able to research and analyze it.

## **Come to a Transportation Town Meeting**

Sponsored by the Massachusetts Executive Office  
of Transportation and Construction

Look inside for the meeting near you.

## Bring your ideas about commuting to a Transportation Town Meeting

Present them    •In a short (five-minute) talk    •On a map    •In a written proposal  
•By filling out and submitting the following questionnaire    •All of the above

1.    *What town do you live in?*  
      *What town do you work or go to school in?*  
      *What other locations do you frequently travel to?*
2.    *What means of transportation do you use to commute to work or school?*
3.    *Are there alternative means of transportation available for these trips? What are they?*  
      Comments?
4.    *What could be done to improve **your** commute? (by either highway or transit)*  
      Low-cost improvements  
  
      Major capital investments  
  
      New ways to travel
5.    *What could be done to improve transit service to Boston?*  
      Low-cost improvements  
  
      Major capital investments
6.    *What could be done to improve transit service in the suburbs?*  
      Low-cost improvements  
  
      Major capital investments

# Dates and Locations of Town Meetings by Corridor



**WEST CORRIDOR**  
Framingham Town Hall  
1 Union Avenue, Framingham  
Mon. October 28 at 7:30 p.m.

**NORTH SHORE CORRIDOR**  
Lynn City Hall  
City Hall Square, Lynn  
Tues. October 29 at 7:30 p.m.

**REGIONAL CORE**  
State Transportation Building  
10 Park Plaza, Conf. Rms. 2 & Boston  
Wed. October 30 at 7:30 p.m.

**SOUTH CORRIDOR**  
Stoughton High School  
232 Pearl Street, Stoughton  
Mon. November 4 at 7:30 p.m.

**SOUTH SHORE CORRIDOR**  
North Quincy High School  
316 Hancock Street, Quincy  
Wed. November 6 at 7:30 p.m.

**NORTH CORRIDOR**  
Malden City Hall  
200 Pleasant Street, Malden  
Thurs. November 7 at 7:30 p.m.

**NORTHWEST CORRIDOR**  
Waltham High School  
119 School Street, Waltham  
Tues. November 12 at 7:30 p.m.

**SOUTHWEST CORRIDOR**  
Norwood Jr. High School (South Endean Park (off Washington S Norwood  
Thurs. November 14 at 7:30 p.m.

# Commuting in a New Century

Now is the time to prepare for commuting in the 21st century. The state transportation agencies are beginning a long-range planning effort for the next twenty years. We are looking for a forward-thinking approach to travel in the Boston region so that we can overcome current transportation problems and avoid future ones. With limited financing, what are our options up to the year 2010?

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- Contribution to a healthy, active economy
- Promotion of a healthful environment
- Consistency with land use plans
- Sensitivity to the special needs of people who are elderly or disabled

## Come to a Transportation Town Meeting

Sponsored by the Massachusetts Executive Office of Transportation and Construction

Check the list for the meeting nearest you.

For more information call (617) 973-7081

### Transportation Town Meetings

**WEST CORRIDOR**  
Framingham Town Hall  
1 Union Avenue  
Mon. October 28 at 7:30 p.m.

**NORTH SHORE CORRIDOR**  
Lynn City Hall  
City Hall Square  
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**REGIONAL CORE**  
State Transportation Building  
10 Park Plaza, Conf. Rms. 2 & 3  
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**SOUTH CORRIDOR**  
Stoughton High School  
232 Pearl Street  
Mon. November 4 at 7:30 p.m.

**SOUTH SHORE CORRIDOR**  
North Quincy High School  
316 Hancock Street  
Wed. November 6 at 7:30 p.m.

**NORTH CORRIDOR**  
Malden City Hall  
200 Pleasant Street  
Thurs. November 7 at 7:30 p.m.

**NORTHWEST CORRIDOR**  
Waltham Government Center  
119 School Street  
Tue. November 12 at 7:30 p.m.

**SOUTHWEST CORRIDOR**  
Norwood Jr. High School (South)  
Endean Park (off Washington Street)  
Thurs. November 14 at 7:30 p.m.





# CHAPTER 3

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## Transportation Town Meeting



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### 3. Transportation Town Meeting

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This chapter is a record of all of the proceedings at each of the Transportation Town Meetings. Each of the meetings began with a presentation by transportation agency officials and staff. The presentations included a slide show on demographic trends in the region, remarks by Matthew Coogan, Program Advisor to the Study, and a description of the process of the PMT revision.

The demographics slide show is presented here in condensed form. The text was accompanied by some forty graphics in the slide presentation, but only two of the graphics have been included in this summary.

The handouts at each of the town meetings have been reproduced in this chapter. These handouts describe the study area for each corridor and present a list of:

- transit projects recently completed,
- projects currently underway,
- proposed projects subject to available funding, and
- potential future projects.

Each compilation was intended to serve as a starting point for discussion, rather than as an authoritative list of active or proposed MBTA projects.

Minutes from each of the eight town meetings are included. The minutes are arranged chronologically in order of the date of each of the meetings:

•West Corridor	Framingham	Oct. 28, 1991
•North Shore Corridor	Lynn	Oct. 29, 1991
•Regional Core	Boston	Oct. 30, 1991
•South Corridor	Stoughton	Nov. 4, 1991
•South Shore Corridor	Quincy	Nov. 6, 1991
•North Corridor	Malden	Nov. 7, 1991
•Northwest Corridor	Waltham	Nov. 12, 1991
•Southwest Corridor	Norwood	Nov. 14, 1991



## Commuting in a New Century

Over the last 20 years, major improvements have been made to the Massachusetts Bay Area's mass transportation system to:

- provide better and more attractive transit alternatives for travellers
- reduce highway congestion
- reduce the need for new urban highways
- improve air quality

While improvements were being made, the economic boom of the 1980's resulted in increases in travel that outstripped the growth in transit and highway facilities. Slower economic growth in the 1990's provides an opportunity to catch up. However, slower economic growth also means fewer public resources. This means that we need to make choices now on how to meet the region's future transit needs most effectively.

To do this, the Executive Office of Transportation and Construction is updating the region's Program for Mass Transportation (PMT) to address mass transportation needs through the year 2010. The following pages provide an overview of the efforts undertaken to date and how future needs will be addressed.

## What is the PMT?

The PMT is the mass transportation plan for the Boston metropolitan area. More specifically, as stated in M.G.L. Chapter 161A, Section 5(g), it is "a long-range plan for the construction, reconstruction or alteration of facilities for mass transportation within the area constituting the authority [MBTA] together with a schedule for the implementation of such plan and comprehensive financial estimates of cost and revenues." The objectives of the PMT are:

- To provide a cost-effective transit system which offers a high level of reliable service.
- To protect and expand investment in existing facilities and rolling stock.
- To continue to improve the system for existing riders and to attract new transit riders.
- To provide a system that enhances the quality of the region's environment.
- To implement services and facilities that will influence development and growth patterns to encourage transit usage.
- To further the region's economic goals by improving access, upgrading existing services and facilities, and providing a catalyst for private development.
- To make the transit system accessible to persons with physical disabilities.

Since mass transportation is only one component of the region's transportation system, the PMT will also consider the interrelationships among transit, highways, HOV facilities, and other types of travel.

## Has the PMT Been Done Before?

The PMT was first prepared in 1966, and was last updated in 1978. Many of the projects in the 1978 PMT have since been implemented and are responsible for today's improved service: the Red Line extension to Alewife, restoration of commuter rail to Needham, a restored South Station, the new Orange Line, and a dramatic upgrading of commuter rail and rapid transit service throughout the region.

The improvements that have been made are extensive. They have benefited virtually all MBTA riders, i.e. commuter rail, rapid transit, bus, commuter boat and paratransit users. Today, approximately 940,000 trips are made daily on the MBTA system regionwide which has reduced pressure on the regional highway system and benefited regional air quality.

Additional information on improvements in the corridor are shown on the following pages.

## What's Next? Why Update the PMT?

A number of new transit projects are planned or are underway. The largest of these include Old Colony commuter rail restoration, Washington Street replacement transit, the South Boston Piers Transitway, and a new North Station. There are also many smaller projects underway, including commuter rail station improvements and commuter rail and rapid transit track rehabilitation.

Since the PMT was last updated in 1978, there have been dramatic changes in our region. There has been a tremendous increase in employment, both downtown and in the suburbs. The increased number of jobs, combined with the dispersed population pattern of the region and the high level of automobile ownership, results in a high volume of travel on the regional highway system. Suburb-to-suburb commuting has become the dominant pattern and commuting trips to Boston, either by car or by transit, have increased in length.

In order to maintain and improve the economic strength of our region, and provide new opportunities, we must ensure that the transportation system will be able to accommodate these new travel characteristics. At the same time, to maintain the continued livability and desirability of our region, we must ensure that transportation improvements fit our environment. Through the PMT process, the region will address existing and future mass transportation needs and set a program to meet those needs.

## How Will It Be Done?

The PMT will address mass transportation needs in Boston metropolitan area through the year 2010. This will involve facilities and services that operate within, and to and from, the MBTA district. For study purposes, the MBTA district will be divided into eight corridors.

The PMT will be a dynamic program that will be updated as needed. It will include tiers of projects, each representing different degrees of project readiness. For projects in the top tier, schedules for implementation and financial estimates of costs and revenues will be included. For projects in lower tiers, more generalized information will be provided.

The project will involve four phases:

*Phase 1 - Initial Study of Potential Transit Improvements*

*Phase 2 - Consensus on Projects for Further Study*

*Phase 3 - Analysis of Projects from Phase 2/New PMT*

*Phase 4 - Refinement of the PMT/Priority Setting/PMT Revisions*

The PMT update is being conducted under the direction of EOTC, with assistance from the MBTA, the MBTA Advisory Board, the Metropolitan Area Planning Council (MAPC), and the Central Transportation Planning Staff (CTPS). Adoption of PMT revisions and a new PMT will require EOTC approval and MBTA Advisory Board endorsement.

It should also be noted that the development of a new PMT is closely linked to the state's revisions of the State Implementation Plan and the state's efforts to comply with the National Ambient Air Quality Standards set in the 1990 Clean Air Act Amendments. The PMT will serve as the framework for the transit section for a Transportation Plan for the future. This will be coordinated with a highway plan to present a cohesive Transportation Plan to meet the commuting needs of the Boston Metropolitan region. Drawing from this plan, the State will outline specific commitments in the State Implementation Plan.

# Commuting in a New Century

## Updating the Program for Mass Transportation

### West Corridor

Executive Office of Transportation and Construction  
Executive Office of Communities and Development  
Massachusetts Bay Transportation Authority  
MBTA Advisory Board  
Metropolitan Area Planning Council

Hosts:

### AGENDA

- Welcome
  - Robert Sloane  
EOTC
- Introduction
  - Richard L. Taylor  
Secretary of Transportation
  - John J. Haley, Jr.  
MBTA General Manager
- Background/Planning Process
  - What is the PMT?
  - Has the PMT Been Done Before?
  - What's Next? Why Update the PMT?
  - How Will It Be Done?
- Slide Show Presentation
  - Regional Demographics
  - West Corridor Improvements
- Comments and Public Recommendations
  - Brochure: New Ideas
  - Suggestions For Improving Existing Transit System
- Robert Sloane  
EOTC
- Matthew Coogan,  
Program Advisor

### WEST CORRIDOR

#### Study Area

The West corridor is composed of 22 communities from Brookline to beyond I-495 including Newton, Dover, Needham, Wellesley, Weston, Wayland, Natick, Sherborn, Framingham, Sudbury, Ashland, Holliston, Hopkinton, Southborough, Marlborough, Westborough, Northborough, Hudson, Berlin, Upton and Northbridge. The corridor is served by a number of major highways, as well as rapid transit, bus and commuter rail services.

#### EXISTING TRANSPORTATION SYSTEM

##### Highways

Major routes include I-90 (Massachusetts Turnpike), I-495, 128, 20 and 9. On I-90, traffic has grown 42% since 1978. Segments of highway classified as over capacity include Route 9 from Westborough to Brookline, stretches of Route 20 in Marlborough and Weston, and Route 128 in Needham. To encourage highway related ridesharing, the MDPW operates a 300 space park and ride lot in Framingham.

##### Rapid Transit

MBTA surface Green Line operates in Newton, Brookline and Boston. Among three routes, Riverside (D), Boston College (B) and Cleveland Circle (C), available parking at 8 stations totals 1,800. As of Spring 1991, stations where parking is below capacity include Riverside, Waban, Eliot, and Chestnut Hill. At Woodland, Beaconfield, Brookline Hills and Brookline Village stations, parking usage is 100%.

##### Bus

The MBTA provides local bus service in Brookline, Newton and Needham offering connections to rapid transit and commuter rail. MBTA express bus service is provided between Newton and Boston via the Massachusetts Turnpike. Approximately 9,400 daily riders use the 11 MBTA bus routes within the West corridor. Also in this corridor, the MBTA provides funding to operators of local bus service in Framingham, Needham and Natick. In addition, Guilbarkian Bus Lines (serving Route 85), Big W Transportation (serving Route 20) and Peter Pan (serving Route 9) offer Boston-bound bus service. The Local Intra-Framingham Transportation (LIFT) and Big W operate inter-suburban bus service, from Hopkinton and Milford respectively, to downtown Framingham and Shoppers' World. Peter Pan also offers express bus service from Westborough and Framingham via the Mass Pike.

The MBTA also operates the RIDE, wheelchair lift bus routes, and Call-a-Lift Bus, services for people who cannot use general public transportation because of disabilities. In the West corridor, Newton, Brookline, Framingham and Natick are served by the RIDE

#### Commuter Rail

In this corridor, the MBTA provides commuter rail service to Framingham and Needham, and in Weston on the Fitchburg Line. On the Framingham Line, more than 3,600 riders per day board at 8 stations in Framingham, Natick, Wellesley and Newton. On the Needham Line, nearly 2,700 riders per day board at 8 stations in Needham, West Roxbury and Roslindale. Available parking along the Framingham Line totals 1,840 spaces while on the Needham Line station parking totals 860 spaces. As of Spring 1991, stations at which excess parking capacity exists include Needham Heights, Needham Junction, West Roxbury, Highland, Bellevue and Roslindale on the Needham Line, and Framingham, Natick, Wellesley Square and Wellesley Hills on the Framingham Line. Data indicates that park and ride facilities at Needham Center, West Natick, Wellesley Farms, and Auburndale are at capacity. In Weston, parking usage is below capacity at the Kendal Green and Hastings stations.

A number of significant improvements to mass transportation have taken place since the PMT was last updated in 1978, and additional improvements are planned. The following pages recap improvements made in the West corridor and discuss the status of active, proposed and future projects. Maps illustrating these improvements are also presented.

### COMPLETED TRANSIT PROJECTS SINCE 1978

#### GREEN LINE

- Over 100 new Green Line vehicles purchased (systemwide).

#### BUS

- Revival of MBTA subsidized suburban bus program.
- More than 214 new commuter rail coaches and 44 locomotives purchased (systemwide).

#### COMMUTER RAIL

- 75 double decker commuter rail coaches purchased (systemwide).
  - Restoration of Needham Line Commuter Rail Service
- Commuter rail service to Needham through West Roxbury and Roslindale was restored in 1988. Eight stations provide 860 spaces for almost 2,700 riders per day.

### COMPLETED TRANSIT PROJECTS SINCE 1978

*Continued*

#### COMMUTER RAIL (continued)

- Hersey Commuter Rail Station
- Improvements to Hersey station added 150 spaces to the existing supply of 183. Over 450 passengers a day board at this station.
- South Station Transportation Center
- Rehabilitation of the terminal including a new concourse, ticket and waiting areas, retail space and direct connection to the Red Line. Also, high level platforms on 11 tracks were constructed making the station fully accessible. Six floors of refurbished office space lie atop the station.
- Back Bay Station
- A refurbished Back Bay station reopened providing 5 commuter rail tracks and direct access to the Orange Line.

### PROJECTS CURRENTLY UNDERWAY

#### GREEN LINE

- Riverside Station
- Station and yard improvements
- Design of new, accessible Green Line vehicles.
  - Complete Green Line station modernization

#### BUS

- Install new fareboxes on all buses and Green Line vehicles.

#### COMMUTER RAIL

- Auburndale, Newtonville, West Newton
- Station improvements including the construction of outbound platforms to accommodate 2 track operations.
- South Station, Phase 2, Transportation Center: parking and bus depot.
  - Bridge reconstruction program



## POTENTIAL FUTURE PROJECTS

Continued

### GREEN LINE

- Waban Green Line Station (Riverside D Line)  
Station improvements to add 30 parking spaces to an existing supply of 54.

### COMMUTER RAIL

- Wellesley Farms Commuter Rail Station  
Station improvements to add 57 parking spaces to an existing supply of 135. Daily boardings total nearly 450.
- Needham Heights Commuter Rail Station  
Station improvements to add 250 parking spaces to an existing supply of 16. Daily boardings total 225.
- Relocate Framingham Commuter Rail Station  
Relocate existing station west away from the routes 126/135 intersection and build 370 parking spaces. Over 650 people board commuter rail at the Framingham station. Parking at the existing station totals 131 spaces.
- Worcester Commuter Rail Extension  
This 23 mile extension of commuter rail service would include possible stations in Ashland, Westborough, Grafton and Worcester. In 2010, the line is expected to carry an estimated 2,550 in-bound trips per day and provide 2,450 parking spaces. Overall, it is projected that a total of 4,100 "work trips" will be made from the [19- town] study area to downtown Boston in 2010. Presently Amtrak and Conrail use the existing railroad right of way to carry inter-city passengers and freight respectively.
- Saxtonville Branch Commuter Rail Extension  
Extension of commuter rail from Natick commuter rail station northwesterly to the Route 10 and Speen Street intersection. This project is being coordinated with EOTC and Massport.

## POTENTIAL FUTURE PROJECTS

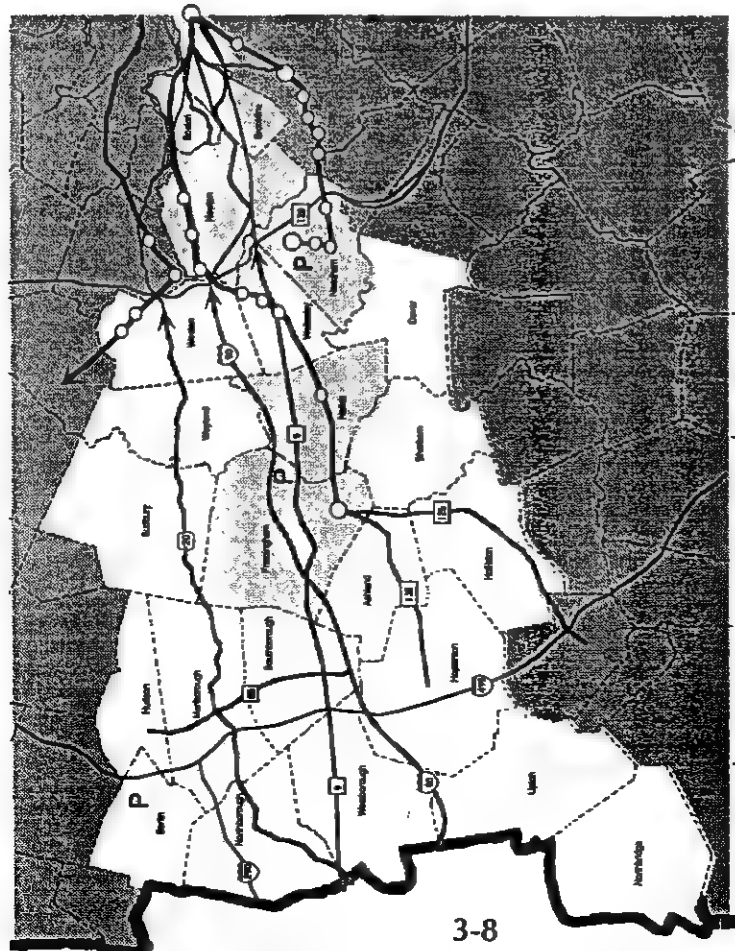
### GREEN LINE

- Worland Green Line Station (Riverside D Line)  
Station improvements will add 800 parking spaces to an existing supply of 448.
- Brookline Village Connector  
Short piece of new track connecting Brookline Village on the D Line to Huntington Ave on the F Line

### COMMUTER RAIL

- Kendal Green Commuter Rail Station (In Weston on Fitchburg Line)  
A relocated station with a 1,000 space park and ride facility. Implementation of this project is contingent on direct highway access to the potential facility.
- Natick Commuter Rail Station  
Station improvements to add 200 parking spaces to an existing supply of 71. Daily boardings total 450.
- West Natick Commuter Rail Station  
Station improvements to add 450 parking spaces to an existing supply of 163. Daily boardings total more than 450.
- Marlborough Commuter Rail Line Extension  
This 10.3 mile extension from Framingham would include two stations in Framingham and two in Southborough and draw riders from Framingham, Southborough, Marlborough, Hopkinton, Northborough, Hudson and Berlin. The line is expected to carry an estimated 6,640 in-bound trips per day and provide 2,500 parking spaces.

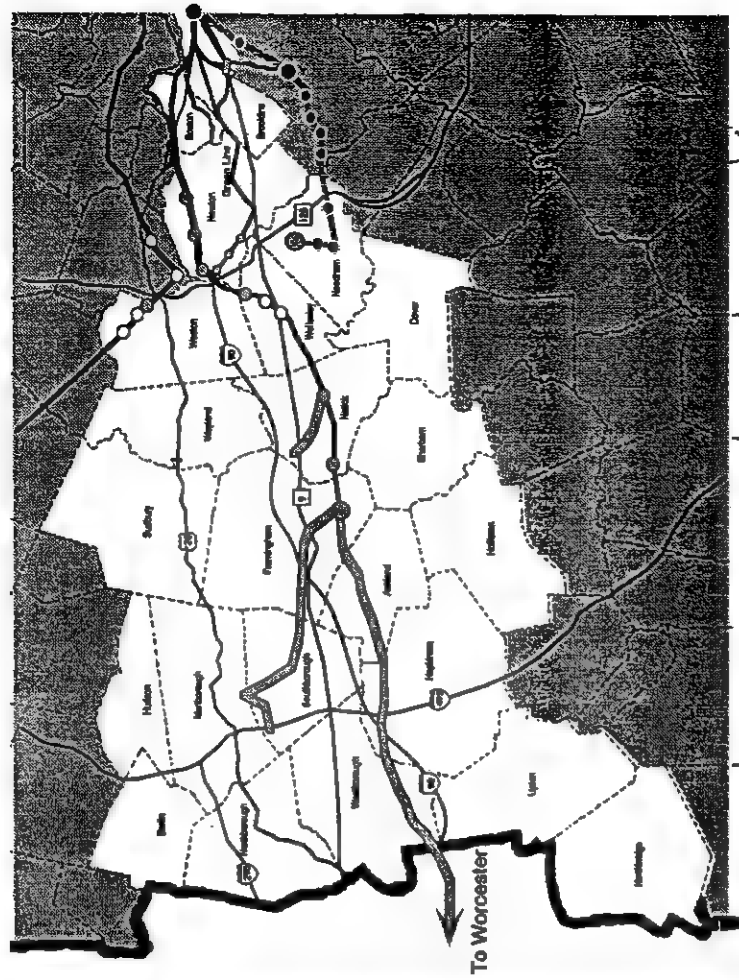
# West Corridor Existing Service



- Highway
- Commuter rail line/station
- Private carrier bus route
- Bus route express to Downtown Boston
- Communities with MBTA bus service or MBTA subsidized local bus service
- MDPW Park 'n' Ride lot

3-8

# West Corridor Proposed Improvements



- Highway
- Existing commuter rail line/station
- Proposed commuter rail extension
- Proposed station improvement
- Improvement implemented since 1978

# Commuting in a New Century Updating the Program for Mass Transportation

## North Shore Corridor

Hosts  
Executive Office of Transportation and Construction  
Executive Office of Communities and Development  
Massachusetts Bay Transportation Authority  
MBTA Advisory Board  
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## AGENDA

- Welcome  
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John J. Halcy, Jr.  
MBTA General Manager
- Slide Show Presentation  
  - Regional Demographics
  - North Shore Corridor Improvements
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CTPS
- Matthew Coogan,  
Program Advisor

## NORTH SHORE CORRIDOR

### Study Area

The North Shore corridor is composed of 31 communities from East Boston to the New Hampshire state line including Merrimac, Salisbury, Newburyport, West Newbury, Groveland, Newbury, Georgetown, Rowley, Ipswich, Topsfield, Hamilton, Essex, Gloucester, Rockport, Manchester, Beverly, Wenham, Danvers, Middleton, Lynnfield, Peabody, Salem, Lynn, Saugus, Marblehead, Nahant, Swampscott, Revere and Chelsea. The corridor is served by a number of major highways, as well as rapid transit, bus and commuter rail.

## EXISTING TRANSPORTATION SYSTEM

### Highways

Major routes include I-95, I-495, I-28, I and I-1A. On radial routes I-95 and I-1, traffic has grown 61% and 57% respectively since 1978. Segments of highway classified as over capacity include Route 128 from Lynnfield to Beverly, and Route 1 in Chelsea and Revere. To encourage highway related ridesharing, MDPW park and ride lots in Georgetown and Newburyport provide 110 and 208 spaces respectively.

### Rapid Transit

MBTA Blue Line service operates between Boston and Revere. In April 1989, 31,000 people per day boarded at eight stations. Available parking at these stations totals slightly over 2,300 spaces. As of Spring 1991, parking utilization is near 100% at Wonderland, Beachmont, Suffolk Downs, and Orient Heights stations.

### Bus

The MBTA provides local bus service in Beverly, Salem, Lynn, Danvers, Peabody, Marblehead, Swampscott, Nahant and Saugus. This service includes connections to rapid transit and commuter rail. MBTA express bus service is provided between Salem, Lynn, Marblehead and Boston. Approximately 15,600 riders per day board on 20 bus routes within the North Shore corridor. Also in this corridor, the MBTA provides funding, through it's Suburban Bus Program, to the cities of Lynn and Beverly for local bus service and to Michaud Bus Lines and Paul Revere Transportation Co., private operators, for local service in Salem/Peabody and Winthrop respectively. Another private carrier, Timberlane Coach Company, offers Boston bound service from Amesbury and Newburyport with stops in Ipswich, Topsfield, Rowley, and Newbury. The MBTA also operates the RIDE, wheelchair lift bus routes, and Call-a-Lift Bus, services for people who cannot use general public transportation because of disabilities. North Shore communities served include Beverly, Danvers, Lynn, Marblehead, Nahant, Peabody, Salem, Saugus and Swampscott.

#### Commuter Rail

Fixed rail service is provided on the Ipswich/Rockport Line. As of May 1991 approximately 4,100 people boarded commuter rail daily at 15 stations. Available parking totals slightly more than 2,000 spaces. As of Spring 1991, stations at which excess parking capacity exists include Swampscott, Salem, Montserrat, Prides Crossing, Beverly Farms, West Gloucester, Gloucester, North Beverly, Hamilton/Wenham and Ipswich. Data indicates that park and ride facilities at Rockport and Manchester are at capacity.

A number of significant improvements to mass transportation have taken place since the PMT was last updated in 1978, and additional improvements are planned. The following pages recap these improvements and discuss the status of active, proposed and future projects. Maps illustrating these improvements are also presented.

### COMPLETED TRANSIT PROJECTS SINCE 1978

#### BLUE LINE

• Track and signal improvements on the entire Blue Line.

• 70 Blue Line cars

• Wonderland station

Improvements to Wonderland station added 420 parking spaces bringing the total supply to 1,465. More than 6,500 riders board at this station each day.

• Suffolk Downs station

This station was rebuilt in the 1980s and includes 110 parking spaces.

Approximately 950 board at Suffolk Downs each day.

#### BUS

• Lynn Bus Garage

Construction and rehabilitation of the second floor containing the operator's lobby and transportation area, also new heating and electrical systems.

• Havermarket bus terminal improvements

### COMPLETED TRANSIT PROJECTS SINCE 1978

*Continued*

#### COMMUTER RAIL

• Track and signal improvements between Rockport/Ipswich and Boston.

• More than 214 new commuter rail coaches and 44 locomotives (systemwide)

• Swampscott Commuter Rail Station

Station upgrading and rehabilitation of platforms including handicap access improvements.

• Chelsea Commuter Rail Station

Constructed to help mitigate the ongoing impacts of the Central Artery North Area (CANA) project, Chelsea station has a total of 425 parking spaces.

• Lynn Commuter Rail Station Parking Garage

Scheduled to open in November 1991, the new station will have 800 parking spaces for commuter rail use.

• Salem Commuter Rail Station

This station was relocated in the 1980s and includes a parking lot with 430 spaces.

Daily boardings at Salem station total 900.

• Bridge Reconstruction projects: Beverly-Salem Bridge, Draw 2 replacement over the Mystic River, North Station Trestle

### PROJECTS CURRENTLY UNDERWAY

#### BLUE LINE

• Blue Line Modernization

Ongoing program to upgrade stations including handicap access provisions.

• Power System and Signal Improvements on entire line.

• Orient Heights Carhouse

Upgrade maintenance and storage facilities of Blue Line cars.

#### BUS

• Install new fareboxes on all buses (and Green Line vehicles).

• North Shore and Central Corridor Bus Studies

Examination of bus service on the North Shore to make service more responsive, cost-effective and efficient.

• MBTA subsidized suburban bus program

#### COMMUTER RAIL

• 75 double-decker commuter rail coaches (systemwide)

• North Station terminal improvements including relocation of Green Line and a

1,300 parking garage.

• Bridge reconstruction program

## **PROPOSED PROJECTS SUBJECT TO AVAILABLE FUNDING**

### **COMMUTER RAIL**

- Rockport station
- Station improvements will add 90 new spaces to an existing supply of 88. Daily boardings in Rockport total 200.
- Gloucester station
- Station improvements will add 190 new spaces to an existing supply of 20. Daily boardings at Gloucester station total 276. Land acquisition negotiations initiated.
- Beverly Depot station
- Station improvements will add 120 new spaces to an existing supply of 200. Daily boardings at Beverly Depot total 818.
- Newburyport Commuter Rail Restoration
- An 8.5 mile extension along MBTA-owned right of way from Ipswich is proposed. Planned stations in Rowley and Newburyport will each add 150 parking spaces.

### **RAPID TRANSIT**

- 28 new Blue Line cars

## **POTENTIAL FUTURE PROJECTS**

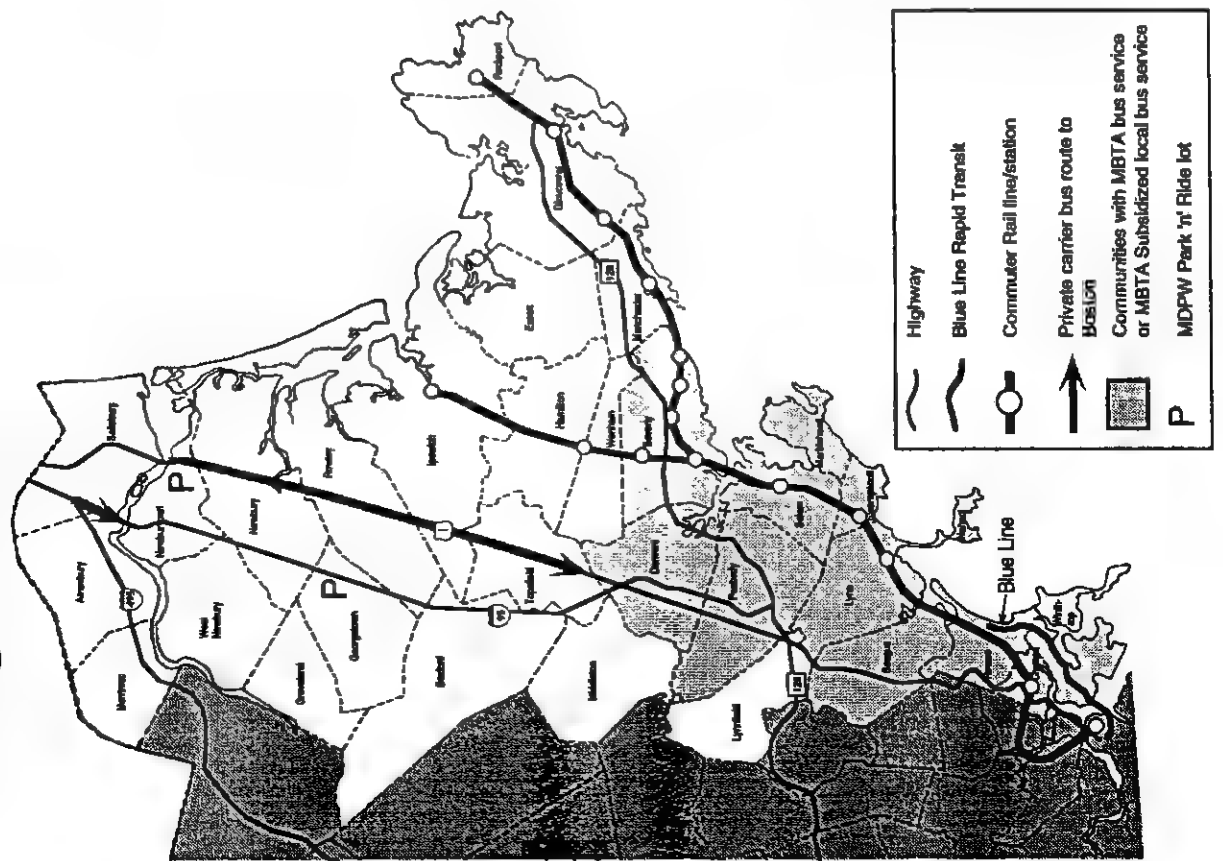
### **BLUE LINE**

- Orient Heights station
- Parking improvements to add 120 spaces to an existing supply of 365. Daily boardings total 4,000.
- Beachmont station.
- Parking improvements to add 300 new spaces to an existing supply of 394. Daily boardings total 2,300.
- Airport station
- Station reconstruction in conjunction with the Central Artery/Tunnel project.
- Extension from Wonderland in Revere to Central Square in Lynn with stops in West Lynn and Central Square.

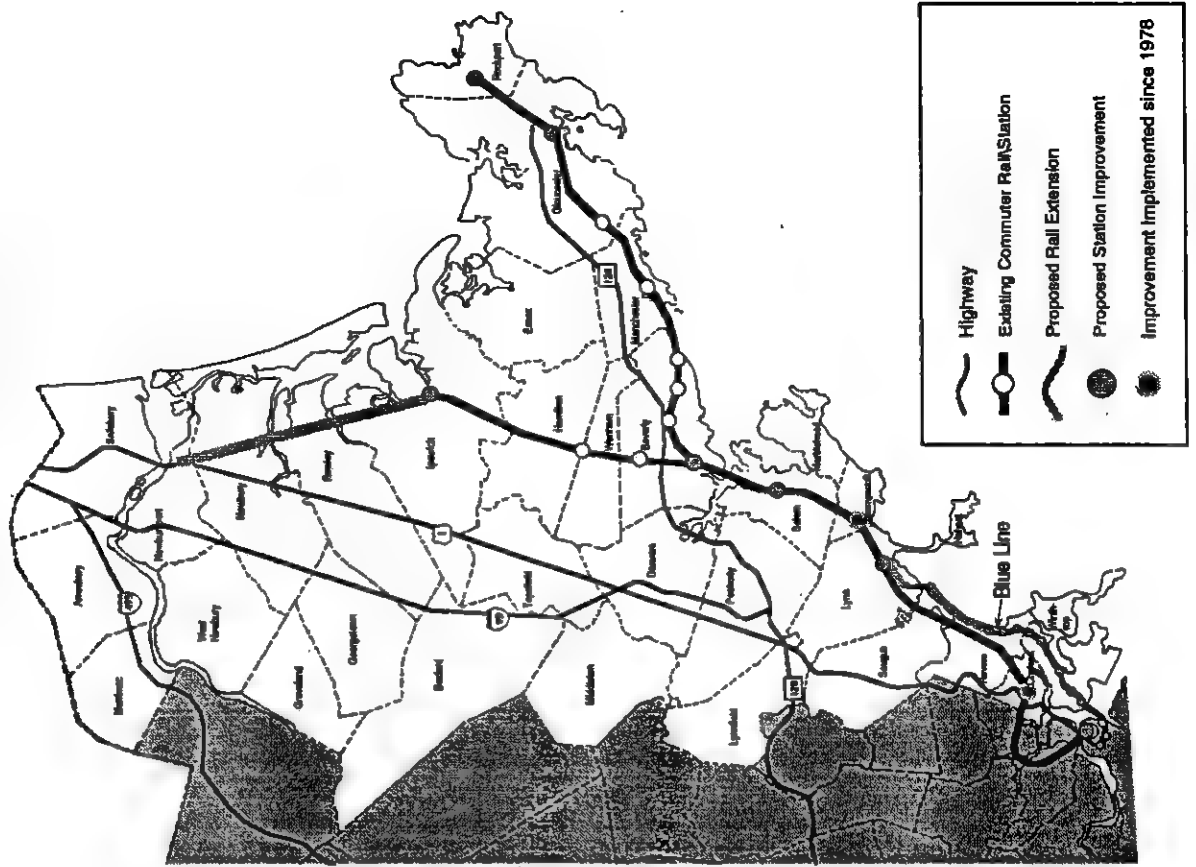
### **COMMUTER RAIL**

- Salem station
- Plans to lease 450 spaces in the short term while deck over the existing lot is constructed. A total of 650 spaces will ultimately be added at completion. Existing supply consists of 335 spaces.
- Saugus station
- A new commuter rail station on the Rockport/Ipswich Line with a 1,000 car parking facility.
- Northside Commuter Rail maintenance facility

# North Shore Corridor Existing Service



# North Shore Corridor Proposed Improvements



# Commuting in a New Century Updating the Program for Mass Transportation

## Regional Core Corridor

Hosts: Executive Office of Transportation and Construction  
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Massachusetts Bay Transportation Authority  
MBTA Advisory Board  
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  - Suggestions Improving the Existing Transit System

## The Regional Core

### Study Area

The Core area is composed of ten communities: Boston, Brookline, Cambridge, Chelsea, Everett, Malden, Medford, Revere, Somerville, and Winthrop. Many radial highway routes emanate from downtown Boston along with 4 rapid transit lines, 11 commuter rail lines, over 100 MBTA bus routes, 12 private carrier bus routes and 2 commuter boat routes.

## EXISTING TRANSPORTATION SYSTEM

### Highways

Eight major highways carry commuters to the regional core: north/south Routes 1, 1A and I-93, and east/west Routes 2, 3, 20, 9 and I-90.

### Rail Rapid Transit and Light Rail Transit

The MBTA rapid transit system comprises four lines with 81 stations: the Blue Line between Boston and Revere; the Green Line between Cambridge and Boston/Brookline/Newton; the Red Line between Cambridge and Braintree, including Somerville, Boston and Quincy; and the Orange Line between Malden and Jamaica Plain. Of the 81 stations, 34 provide a total of 16,000 parking spaces. Average daily ridership on this system is approximately 579,000 trips.

### Buses

The MBTA operates 155 bus routes throughout the MBTA district, including trackless-trolley service in Cambridge, Watertown and Belmont. Total daily ridership on all bus routes is approximately 368,000. The MBTA also subsidizes a number of radial Boston-bound bus routes provided by private carriers. In addition, the MBTA provides funding to the city of Boston for local bus service in the Mission Hill area, and to Hudson Bus Lines, for service between Fulton Street and the Meadow Glen Mall in Medford. The MBTA also operates The RIDE, wheelchair lift bus routes, and Call-a-Lift Bus services for people who cannot use general public transportation because of disabilities. All ten communities in the core area are served.

### Commuter Rail

Daily boardings at commuter rail stations total slightly more than 74,000. Primary destination points within the regional core include South Station, Forest Hills, Ruggles and Back Bay on the south side, and Malden Center, Porter Square and North Station on the north side.

### Water Transportation

Three commuter boat operators provide ferry service to and from downtown Boston. Boston Harbor Commuter Services from Hingham, Bay State Cruises from Hull and Boston Harbor Cruises from the Charlestown Navy Yard operate commuter boat services to Rowes and Long Wharves. Also available is the Airport Water Shuttle to and from Logan and Nantasket, a second commuter service from Hull.

A number of significant improvements to mass transportation have taken place since the PMT was last updated in 1978, and additional improvements are planned. The following pages recap these improvements and describe projects that are currently underway or proposed for the future. Maps illustrating these improvements are also presented.

## COMPLETED TRANSIT PROJECTS SINCE 1978

### RAPID TRANSIT

- Reinvestment in Existing Infrastructure  
Systemwide improvements included vent shafts, tunnel repairs, signaling systems, emergency egress, and electrification
- Relocation of the Orange Line  
Orange Line service between downtown Boston and Dudley Square in Roxbury was relocated in 1987. The new line is 4.7 miles long and shares the right-of-way with MBTA commuter rail and Amtrak. Nine new stations, fully accessible, were constructed. Daily boardings at these stations total 55,300
- Forest Hills Station  
Station improvements added 195 parking spaces. Daily boardings, both at the Orange Line and commuter rail stations, total just over 12,300.
- Platform Lengthening on Red and Orange Lines  
Platform lengthening on the Red and Orange lines to accommodate 6-car trains.
- Station Modernization  
Park, Washington and State Street stations were renovated. Each station is fully accessible.
- Disability Access Improvements on the Orange and Red Lines.
- Track and Signal Improvements throughout the Blue Line

## COMPLETED TRANSIT PROJECTS SINCE 1978

*Continued*

### RAPID TRANSIT (continued)

- Wonderland Station  
Improvements to Wonderland station added 420 parking spaces, bringing the total supply to 1,465. More than 6,500 riders board at this station each day.
- Suffolk Downs Station Rebuilding  
This station, rebuilt in the 1980s, includes a park and ride facility of 110 parking spaces. Approximately 950 riders board at Suffolk Downs each day.
- Arboretum Green Line Restoration  
Track and power improvements to Heath Street.
- 162 Rehabilitated Red Line Cars and 58 New ones
- 100 New Green Line Vehicles
- 120 Orange Line Cars
- 70 Blue Line Cars
- IFK/UMass Station  
Construction of platforms for Braintree-bound trains.
- Red Line Control Center at JFK/UMass Station

### BUS

- Haymarket Station Improvements
- Improved bus service between the South End Medical Area, Longwood Medical Area, Allston-Brighton and Cambridge.

### COMMUTER RAIL

- South Station Transportation Center  
Rehabilitation of the terminal included a new concourse, ticket and waiting areas, retail space and direct connection to the Red Line. Also, high-level platforms on 11 tracks were constructed making the station fully accessible. Six floors of refurbished office space lie atop the station.
- Back Bay Station Renovation  
A refurbished Back Bay station reopened providing 5 commuter rail tracks and direct access to the Orange Line.
- North Station Track Improvements
- Northeast Corridor Improvements  
Main Line improvements between Providence and Boston.
- Restored Service to Dorchester via the Fairmount Line  
Station stops include Readville, Fairmount, Morton Street and Uphams Corner.

### OTHER

- Navy Yard to Long Wharf Boat Service  
Boat service was instituted between Charlestown and downtown Boston. It mitigates the impacts of the Central Artery North Area (CANA) project in Charlestown.



## PROJECTS CURRENTLY UNDERWAY

### RAPID TRANSIT

- Green Line Arterway Restoration  
Complete restoration of Green Line from Heath Street to Forest Hills.
- Blue Line Station Modernization  
Renovations to accommodate six-car trains, including platform lengthening, access for people with disabilities and ventilation shafts
- Procurement of 86 Red Line cars
- Andrew Station Modernization
- Orient Heights Carhouse  
Upgrade of maintenance and storage facilities of Blue Line cars.

### BUS

- New Dudley Bus Station  
A new bus terminal is being constructed to replace the existing station.
- Central Corridor Bus Study  
Examination of bus service in South Boston, East Boston, Charlestown, Back Bay, Fenway, Chelsea and Revere to make service more responsive, cost-effective and efficient.
- New Fareboxes on All Buses and Green Line vehicles

### COMMUTER RAIL

- North Station Improvements  
Improvements to North Station include a new terminal with additional tracks and elevated platforms, a 1,300-space parking garage, and the relocation of the Green Line with a direct connection to the Orange Line.
- South Station Transportation Center, Phase 2  
Phase 2 will add a parking garage and a bus depot with direct high occupancy vehicle (HOV) highway access

## PROPOSED PROJECTS (SUBJECT TO AVAILABLE FUNDING)

### RAPID TRANSIT

- Sullivan Square  
Station improvements to add 400 new parking spaces to an existing supply of 217. Weekday boardings at this station total 8,000.
- Bowdoin-Charles Connector  
This project would provide direct connection between the Blue Line and the Red Line.

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## PROPOSED PROJECTS (SUBJECT TO AVAILABLE FUNDING) *Continued*

### BUS

- Washington Street Replacement Service  
An electric bus network to serve Washington Street in the South End and Roxbury. The service would replace the MBTA bus route #49, which carries more than 5,500 riders each day.

### OTHER

- Circumferential Transit  
Crosstown transit service that connects rapid transit lines and bus routes. Potential stops: JFK/UMass Station, Ruggles, Longwood medical area, MIT, Charlestown and Logan Airport.
- South Boston Piers Transitway  
Electric bus service between Boylston (Green Line) Station and the Boston Marine Industrial Park, via South Station. The busway would serve new development in the Fan Piers area of South Boston.

## POTENTIAL FUTURE PROJECTS

### RAPID TRANSIT

- Brookline Village Green Line Connector  
Short piece of new track connecting Brookline Village on the D Line to Huntington Avenue on the E Line.
- Community College Station  
Improvements to create 700 parking spaces. Existing daily boardings at this station total 1,900.
- Alewife Station  
Improvements to add 1,000 new parking spaces to an existing supply of 2,200. Almost 9,000 riders board at Alewife each day.
- Orient Heights station  
Parking improvements to add 120 spaces to an existing supply of 365. Daily boardings total 4,000.
- Beachmont Station  
Parking improvements to add 300 new spaces to an existing supply of 394. Daily boardings total 2,300.
- Extension from Wonderland in Revere to Central Square in Lynn  
Stops in West Lynn and Central Square.
- New Blue Line Cars (28)

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# POTENTIAL FUTURE PROJECTS Continued

## RAPID TRANSIT (continued)

- New Orange Line Cars (46)
- New Green Line cars (40)
- Complete Green Line Accessibility

## COMMUTER RAIL

- Back Bay Station Accessibility Improvements

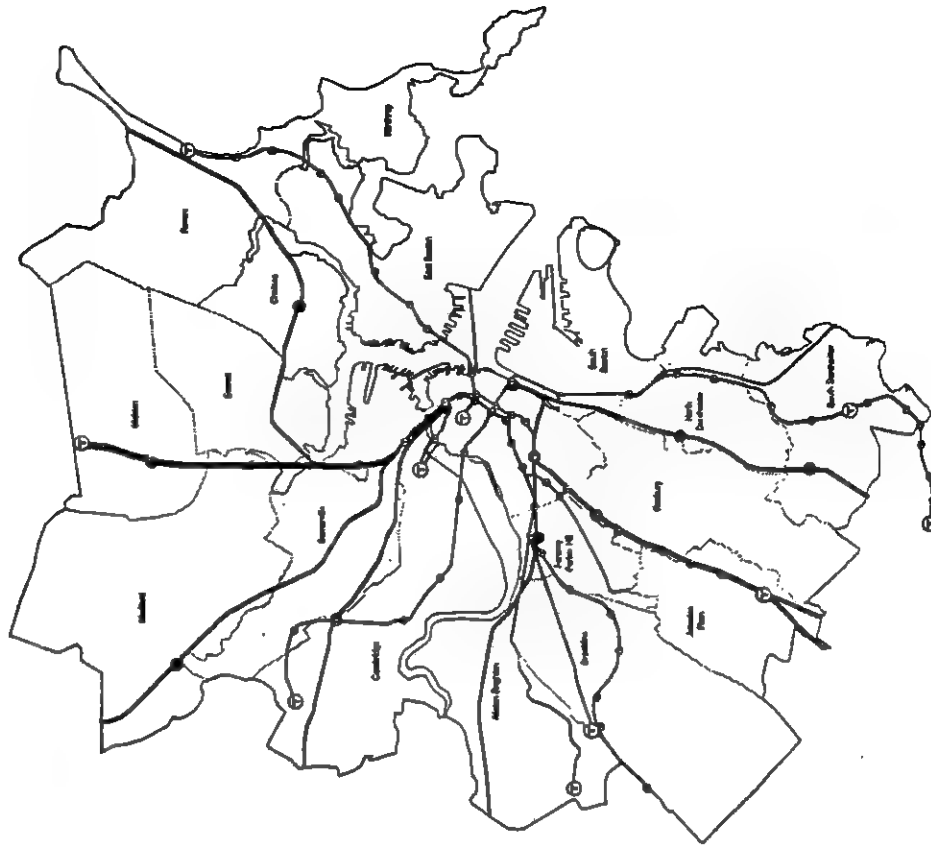
## WATER

- Inner Harbor Boat Service Connecting Charlestown, South Boston and Logan Airport

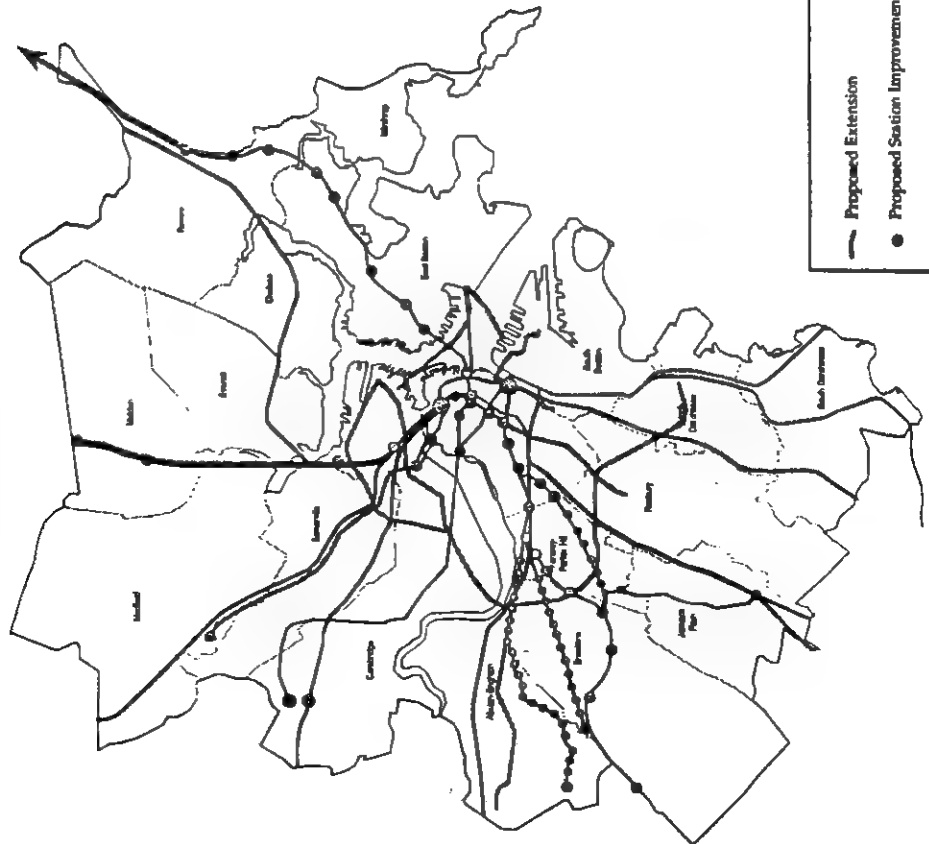
## OTHER

- North Station-South Station Connector

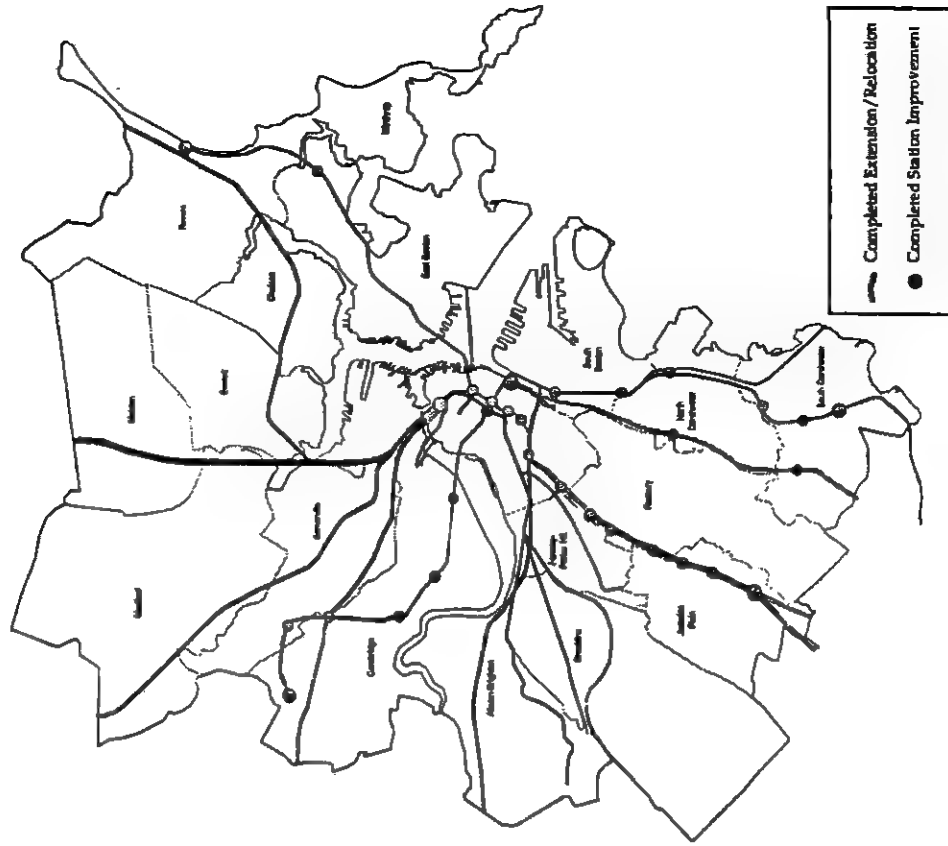
# Regional Core - Existing Service



## Regional Core Proposed Improvements



## Regional Core Improvements Since 1978





# Commuting in a New Century Updating the Program for Mass Transportation

## South Corridor

### Hosts:

Executive Office of Transportation and Construction  
Executive Office of Communities and Development  
Massachusetts Bay Transportation Authority  
MBTA Advisory Board  
Metropolitan Area Planning Council

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Secretary of Transportation

John J. Haley, Jr.  
MBTA General Manager

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EOTC

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Geoff Slater  
Central Transportation  
Planning Staff

### • Comments and Public Recommendations

- Brochure: New Ideas
- Suggestions for Improving the Existing Transit System

Matthew Coogan  
Program Advisor

## South Corridor

### Study Area

The South corridor is composed of fifteen communities: Canton, Stoughton, Avon, Brockton, Easton, West Bridgewater, East Bridgewater, Raynham, Randolph, Holbrook, Whitman, Taunton, Middleborough and Lakeville. The corridor is served by a number of major highways, as well as MBTA bus, private carrier bus and commuter rail.

## EXISTING TRANSPORTATION SYSTEM

### Highways

Five major routes provide access to the South corridor: I-95, 128, 138, 28 and 24. Segments of highway classified as over capacity include portions of Route I-95/128 in Canton, Route 24 in Randolph and portions of Route I-93/128 in Canton and Randolph. To encourage highway-related ridesharing, the MDPW operates park-and-ride lots in Canton, Stoughton, Bridgewater, Taunton and West Bridgewater. Over 460 parking spaces are provided at six lots.

### Bus

The MBTA operates local bus service in Holbrook, Avon and Randolph, with approximately 5,100 boardings per day. Private carrier bus service includes routes operated by Bloom Bus Lines between Taunton and Boston, via Raynham, Interstate Coach from Middleborough and Hudson Bus Lines between Canton and Mattapan Station on the Mattapan-Ashmont High Speed Line. The MBTA also operates The RIDE, wheelchair-lift bus routes, and Call-a-Lift Bus services for people who cannot use general public transportation because of disabilities. The South corridor communities served are Holbrook and Randolph. [Additional local bus service is offered by the Brockton Area Transit Authority and the Greater Attleborough-Taunton Regional Transit Authority.]

### Commuter Rail

The MBTA provides service between Boston and Stoughton via Canton. As of May 1991, approximately 2,400 people boarded commuter rail daily at at Canton Junction, Canton Center and Stoughton stations. Available parking at these stations totals 1,319 spaces. As of the spring of 1991, parking lot utilization at Canton Junction and Stoughton stations was nearly 100%, while some excess capacity existed at Canton Center.

A number of significant improvements to mass transportation have been made since the PMT was last updated in 1978, and additional improvements are planned. The following pages recap these improvements and describe projects that are currently underway or proposed for the future. Maps illustrating these improvements are also presented.

## COMPLETED TRANSIT PROJECTS SINCE 1978

### COMMUTER RAIL

- Infrastructure Improvements  
Systemwide improvements were made to power, signaling system and right-of-way.
- Coach Purchases  
Systemwide, more than 200 single-level and 75 double-decker coaches were purchased.
- Locomotive Purchases  
Forty-four locomotives were purchased, systemwide.
- South Station Transportation Center  
Rehabilitation of the terminal included a new concourse, ticket and waiting areas, retail space and direct connection to the Red Line. Also, high-level platforms on 11 tracks were constructed, making the station fully accessible. Six floors of refurbished office space lie atop the station.
- Back Bay Station Renovation  
A refurbished Back Bay Station reopened, providing 5 commuter rail tracks and direct access to the Orange Line.

## PROJECTS CURRENTLY UNDERWAY

### BUS

- New Fareboxes on All MBTA Buses (Systemwide)

### COMMUTER RAIL

- South Station Transportation Center, Phase 2  
Phase 2 will add a parking garage and a bus depot with direct high occupancy vehicle (HOV) highway access.
- Bridge Reconstruction Program
- Canton Junction Commuter Rail Station Improvements  
Station improvements will add 310 spaces to an existing supply of 600. Daily boardings as of May 1991 total 1,223. Parking usage at this station is 100%.

## PROPOSED PROJECTS SUBJECT TO AVAILABLE FUNDING

### COMMUTER RAIL

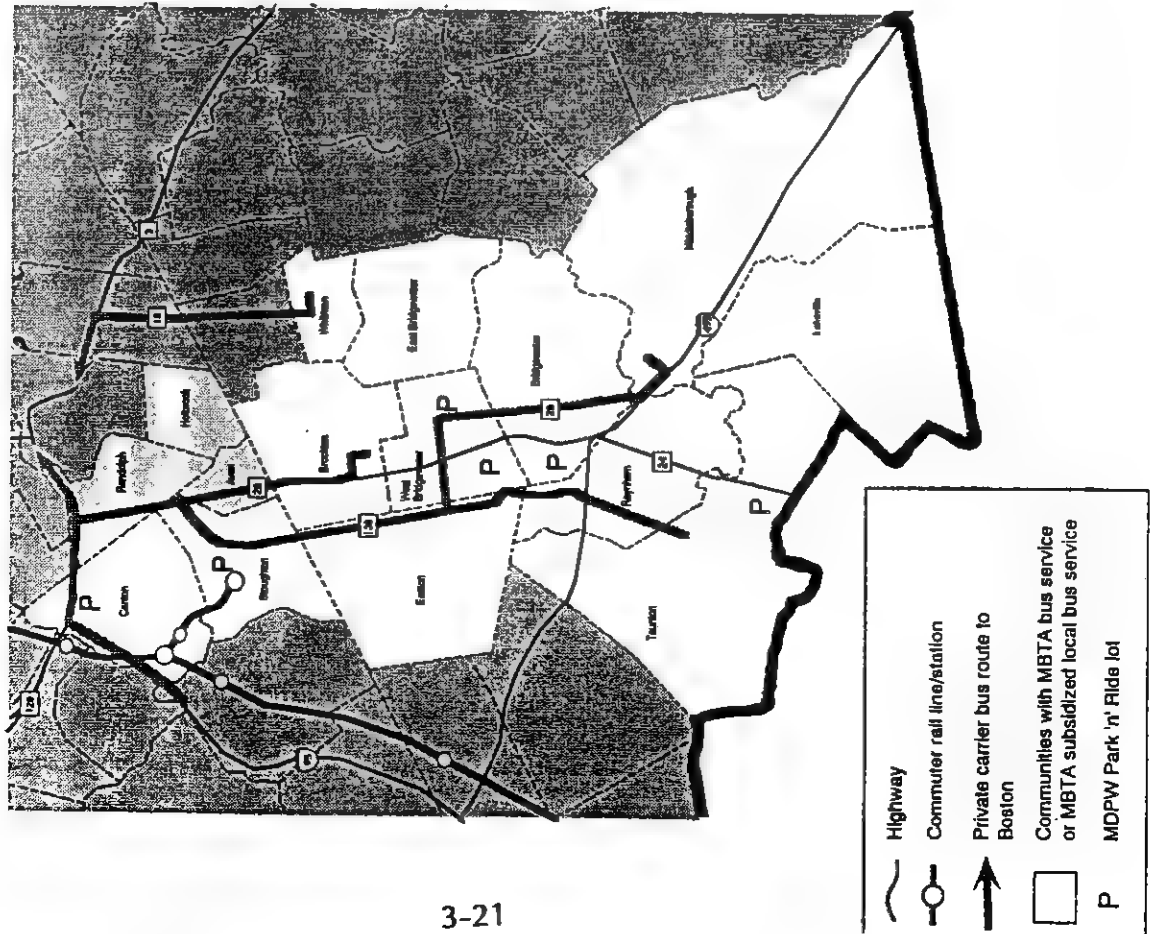
- Northeast Main Line Improvements between Boston and Providence  
Improvements are being made between Boston and Providence, R.I., including Canton Junction, to reduce travel time to New York City and Washington, D.C.
- Canton Viaduct Renovation
- Old Colony Rehabilitation  
Restoration of the Middleborough branch of the Old Colony railroad would provide commuter rail service between Middleborough/Lakeville and downtown Boston. Six new stations in Holbrook/Randolph, Brockton (3), Bridgewater and Middleborough/Lakeville to provide over 2,000 parking spaces. Upon completion, the line is expected to carry an estimated 5,000 in-bound passenger trips per day.

## POTENTIAL FUTURE PROJECTS

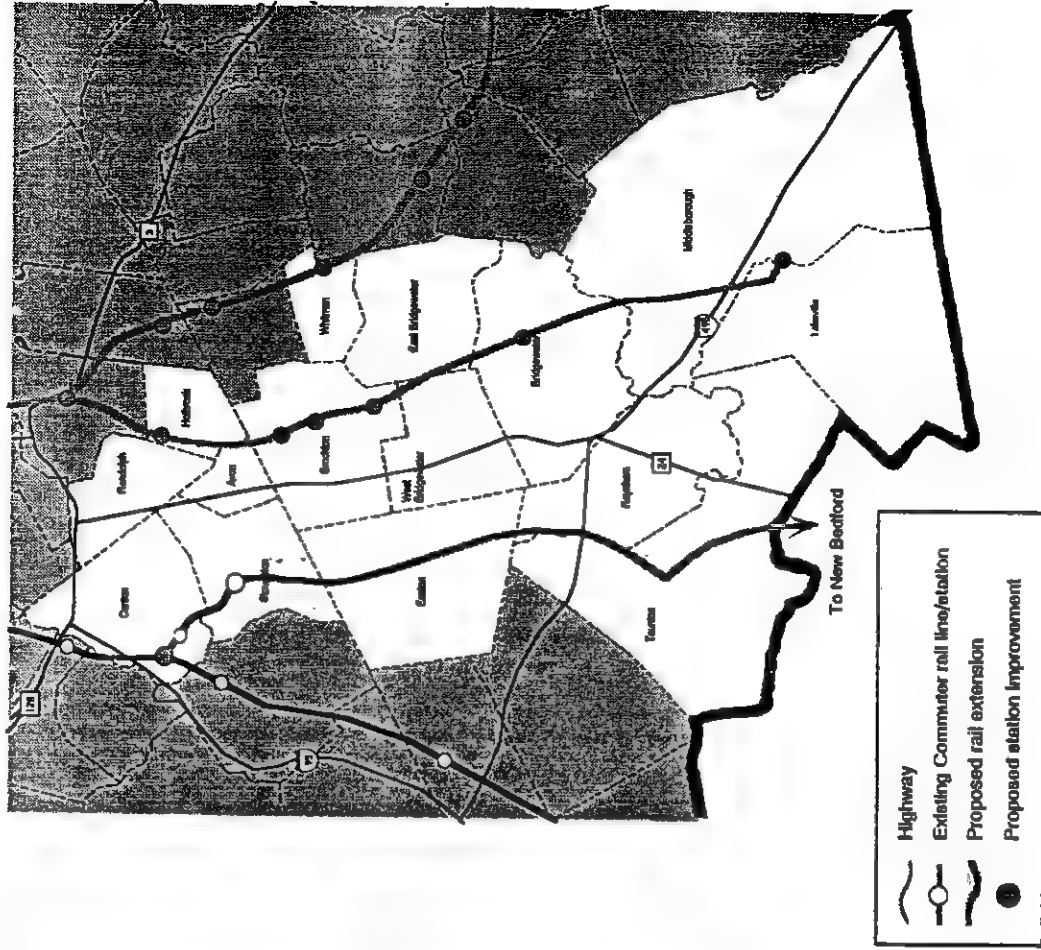
### COMMUTER RAIL

- Electrification of the Northeast Corridor  
Improvements to the Main Line connecting Boston and Providence, R.I.
- New Bedford Commuter Rail Extension  
Extend commuter rail service from Sloughton to Fall River and New Bedford, with stops in Raynham and Taunton.

## South Corridor - Existing Service



## South Corridor Proposed Improvements







## Commuting in a New Century Updating the Program for Mass Transportation

### South Shore Corridor

#### Facts

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Executive Office of Communities and Development  
Massachusetts Bay Transportation Authority  
MBTA Advisory Board  
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Planning Staff

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Matthew Cragan  
Program Advisor

## South Shore Corridor

### Study Area

The South Shore corridor is composed of twenty-two communities from South Boston to Plymouth including Milton, Quincy, Braintree, Weymouth, Hingham, Cohasset, Abington, Rockland, Norwell, Scituate, Hanover, Hanson, Hull, Pembroke, Marshfield, Hattifax, Plympton, Kingston, Duxbury and Carver. The corridor is served by a number of major highways, as well as rapid transit, MBTA bus, private carrier bus and commuter boat.

### EXISTING TRANSPORTATION SYSTEM

#### Highways

Major routes includes 3, 3A, 18, 53 and I-93 (Southeast Expressway). Segments of highway classified as over capacity include all of the Southeast Expressway, between Boston and Braintree, and Route 3, between Braintree and Route 53. To encourage highway related ridesharing, the MDPW operates park and ride lots in Abington, Milton, Rockland, Kingston, Pembroke and Plymouth. Almost 1,100 spaces are provided at seven lots.

#### Rapid Transit

The MBTA operates Red Line service from Boston, to Ashmont and Braintree. In Ashmont, a free transfer onto the Mattapan-Ashmont High Speed Trolley Line is provided. In April 1989, nearly 18,400 people boarded per day at 12 stations between Savin Hill and Mattapan, via Dorchester and Milton. Between Braintree, Quincy and South Boston over 53,000 riders board daily at 8 stations. Total available parking at all Red Line stations totals slightly more than 6,100 spaces. As of the spring of 1991, parking utilization is at capacity at Braintree, Wollastone and North Quincy stations. Stations at which excess parking capacity exists include Quincy Adams and Quincy Center.

#### Bus

The MBTA provides local bus service in Milton, Quincy, Braintree, Weymouth, and Hingham with connections to rapid transit. Approximately 21,000 persons per day board on 18 routes. The MBTA also provides funding to the town of Weymouth for Weybus, a local service with connections to the Red Line in Braintree. Four additional bus operators provide inter-suburban and Boston-bound service in the corridor: 1) Andre Coachlines serving Hingham and Hull, 2) Hudson Bus Lines serving Milton, 3) Carey's Bus Lines serving Hingham, Rockland, Weymouth and Whitman, and 4) Plymouth and Brockton Railway Co. serving Hanover, Pembroke, Rockland, Norwell, Duxbury, Kingston, Hingham, Cohasset, Scituate and

Marshfield. In addition, the Brockton Area Transit Authority provides local bus service with connections to the MBTA Red Line. The MBTA also operates the RIDE, wheelchair lift bus routes, and Call-a-Lift Bus services for people who cannot use general public transportation because of disabilities. On the South Shore, the RIDE serves Braintree, Cohasset, Hingham, Hull, Milton, Quincy and Weymouth.

#### Commuter Boat

The MBTA contracts with Boston Harbor Cruise Service to provide commuter boat service between Hingham and Rowes Wharf in Boston. In 1990, on average, over 1,250 riders boarded the commuter boat in Hingham on a daily basis. About 700 park and ride spaces are provided at the Hingham Shipyard for commuter boat users. This project was begun in the 1980s as a mitigation measure during the reconstruction of the Southeast Expressway. Other providers of boat services to Boston include Bay State Cruises and NanTransit, both from Hull.

A number of significant improvements to mass transportation have taken place since the PNT was last updated in 1978, and additional improvements are planned. The following pages recap these improvements and describe projects that are currently underway or proposed for the future. Maps illustrating these improvements are also presented.

### COMPLETED TRANSIT PROJECTS SINCE 1978

#### RAPID TRANSIT

- Reinvestment in Existing Infrastructure
- Systemwide improvements included vent shafts, tunnel repairs, signaling systems, emergency egress, and electrification.
- In2 Rehabilitated Red Line Cars and 68 New Cars (Systemwide)
- Red Line Extension
- Extension of the Red Line from Quincy Center to Quincy Adams and Braintree with 2,227 and 1,228 parking spaces respectively
- Red Line Tunnel Rehabilitation
- Platform Lengthening on the Red Line to Accommodate 6-car Trains
- Platform Accessibility Improvements on the Red Line
- JFK/UNLass Station
- Construction of platforms for Braintree bound trains
- Red Line Control Center at JFK/UNLass Station
- South Station Transportation Center
- Rehabilitation of the terminal including a direct connection to the Red Line

#### BUS

- Revival of MBTA Suburban Bus Program
- Subsidized by the MBTA, the town of Weymouth operates WeyBus, a local service with connections to the Red Line

### COMPLETED TRANSIT PROJECTS SINCE 1978

*Continued*

#### COMMUTER BOAT

- Hingham to Rowes Wharf
- Institution of commuter Boat service between Hingham and downtown Boston. A parking facility at the Hingham Shipyard provides approximately 700 spaces.
- Hull to Rowes Wharf
- Institution of commuter boat service between Nantasket Pier and downtown Boston
- The service is provided by NanTransit and supplements a long standing ferry service between Point Pemberton and Long Wharf.

### PROJECTS CURRENTLY UNDERWAY

#### RAPID TRANSIT

- Procurement of 86 Red Line cars
- Andrew Station Modernization
- Quincy Center Access Improvements
- Quincy Adams Station Parking Improvements
- Improvements will add an additional 1,400 parking spaces to an existing supply of 2,227. More than 4,500 riders board at this station each day.

#### BUS

- New Fareboxes on All MBTA Buses

#### COMMUTER RAIL

- South Station Transportation Center, Phase 2
- Phase 2 will add a parking garage and a bus depot with direct high occupancy vehicle (HOV) highway access.

#### COMMUTER BOAT

- Hingham Shipyard Improvements
- Improvements to the commuter boat terminal to add 800 new parking spaces to an existing supply of approximately 400. About 1,250 riders board the commuter boat each day.

## PROPOSED PROJECTS SUBJECT TO AVAILABLE FUNDING

### RAPID TRANSIT

- Brainree Station Parking Improvements  
Station Improvements to add 600 parking spaces to an existing 1,228 (Over 7,200 riders board at this station daily).

### COMMUTER RAIL

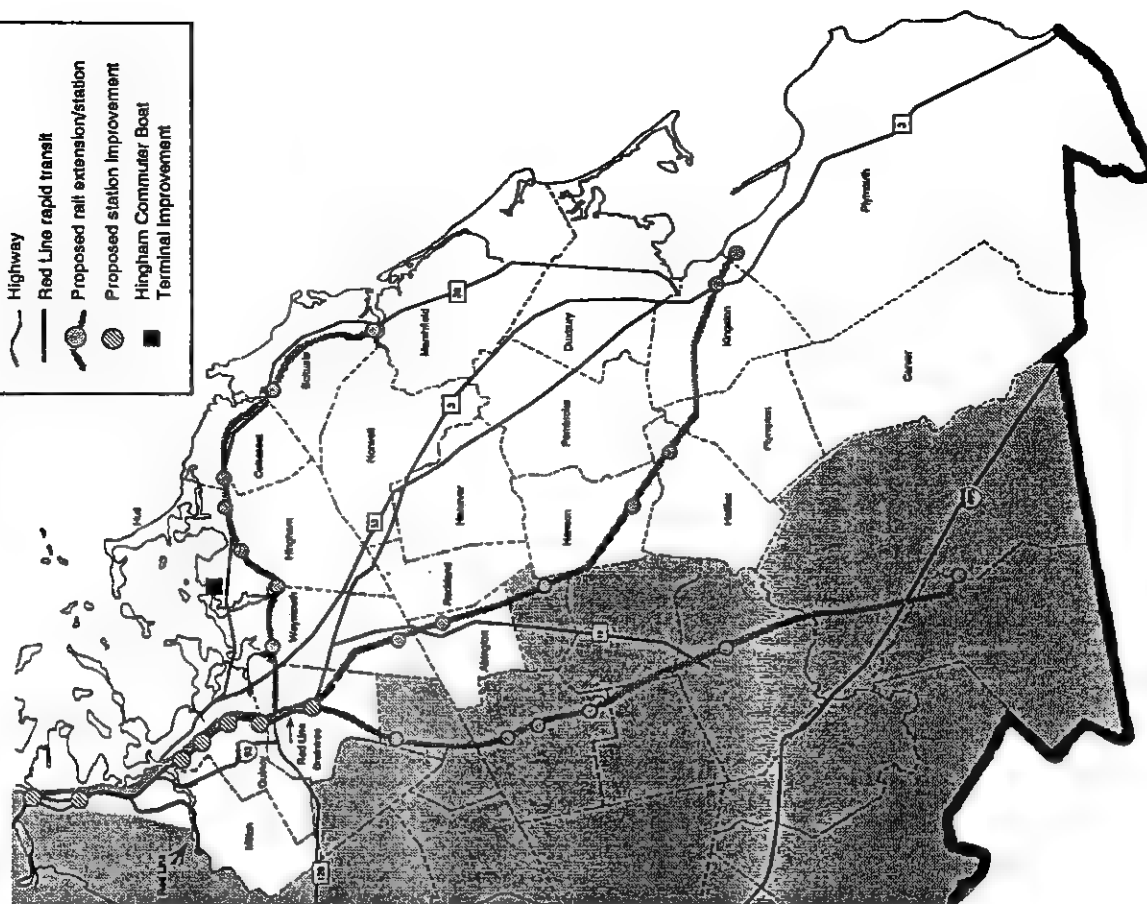
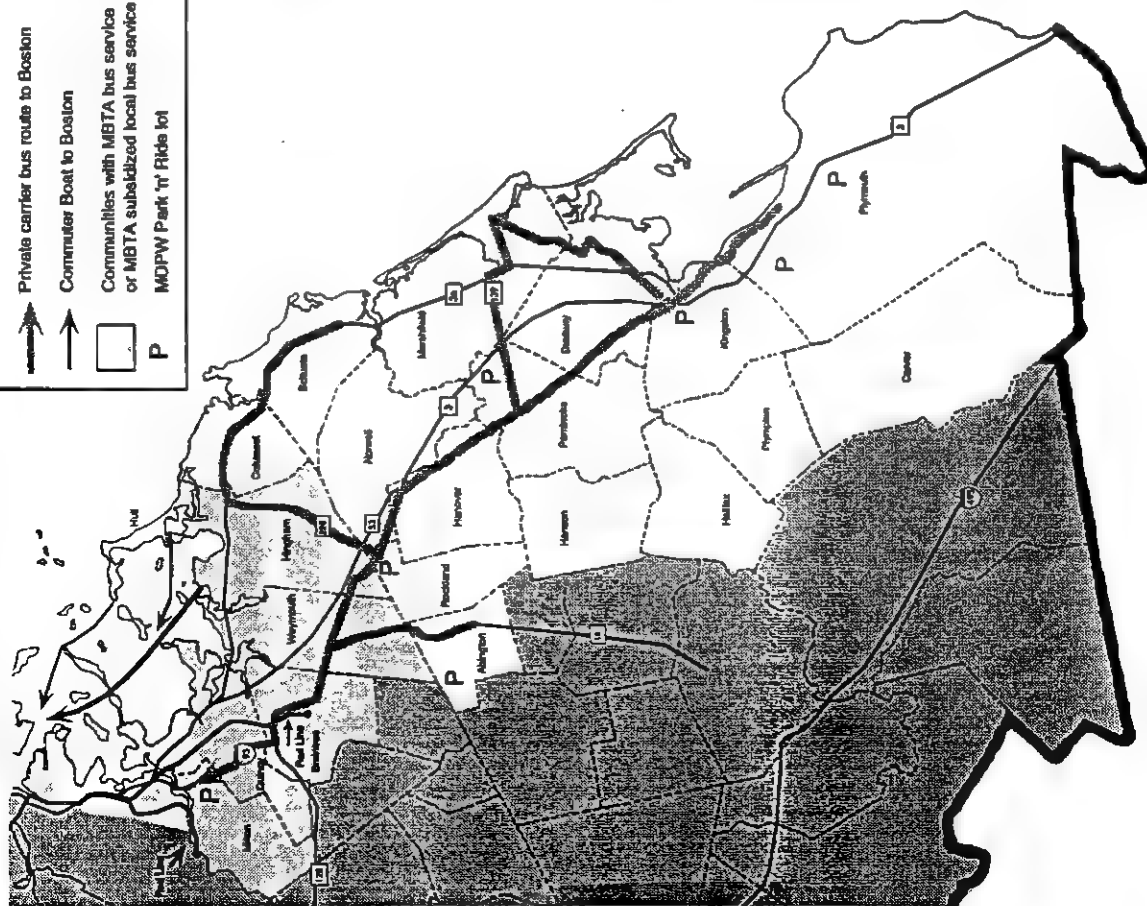
- Old Colony Restoration to Greenbush and Plymouth  
Restoration of the Greenbush Lines would include station stops in Scituate, Cohasset, Hingham, and Weymouth. Restoration on the Plymouth Line would include station stops in Plymouth, Kingston, Halifax, Hanson, Whitman, Abington Weymouth and Brainree. Upon completion, daily boardings on these two lines are estimated to be nearly 4,000.

## POTENTIAL FUTURE PROJECTS

### RAPID TRANSIT

- Wollaston Station Parking Improvements  
Station Improvements to add 300 parking spaces to an existing supply of 522 (Over 4,000 riders board at this station each day. Parking utilization is over 100%.
- No. Quincy Parking Improvements  
Station Improvements to add 500 parking spaces to an existing supply of over 1,200 Over 6,100 riders board at this station each day.
- Butler Red Line Station (Mallapan Shuttle)  
Parking improvements to add 400 new spaces to an existing supply of 42.

# South Shore Corridor Proposed Improvements



## North Corridor

### Study Area

The North corridor is composed of twenty-five communities: Charlestown, Everett, Medford, Malden, Melrose, Stoneham, Woburn, Wakefield, Reading, Wilmington, Burlington, Billerica, Tewksbury, North Reading, Andover, North Andover, Chelmsford, Lowell, Lawrence, Haverhill, Methuen, Dracut, Tyngsborough, Dunstable. The corridor is served by a number of major highways, as well as MBTA bus, rapid transit, commuter rail and private carrier bus.

### EXISTING TRANSPORTATION SYSTEM

#### Highways

Six major highways provide automobile access in this corridor: Routes 3, 28, 38, I-93, I-495, and I-28. Segments of highway classified as over capacity include Route I-93 between Boston and Wilmington, Route 3 in Burlington and Route 128 in Burlington and Woburn. To encourage highway-related ridesharing, the MDPW operates park and ride lots in Haverhill and Andover, providing 40 and 78 spaces respectively.

#### Rapid Transit

MBTA Orange Line service operates between Boston and Malden. In April 1989, 29,000 people per day boarded at five stations. Available parking at these stations totals slightly over 2,400 spaces. As of Spring 1991, parking usage at Oak Grove, Malden, Wellington, and Sullivan was over 100%.

#### Bus

The MBTA operates local bus service in Charlestown, Everett, Malden, Medford, Winchester, Melrose, Wakefield, Reading, and express service from Burlington, Medford and Woburn. Over 40,600 riders board each day on 29 routes. Also in this corridor the MBTA provides funding assistance, through its Suburban Bus Program, for local service in Burlington. MBTA-subsidized private carrier bus service includes two routes operated by Hudson Bus Lines: local and express service between Stoneham and downtown via Medford. Other bus service to Boston is provided by Trombley Commuter Lines from Lawrence, Andover and North Andover, and The Coach Company from Haverhill. The MBTA also operates the RIDE, wheelchair lift bus routes, and Call-a-Lift Bus services for people who cannot use general public transportation because of disabilities. North corridor communities served by The RIDE are Everett, Malden, Melrose, Medford, Winchester, Woburn, Burlington and Wilmington. This corridor is also served by local bus service provided by the Lowell Regional Transit Authority and the Merrimack Valley Regional Transit Authority, both with connections to MBTA commuter rail.

## North Corridor

### North Corridor

Executive Office of Transportation and Construction  
Executive Office of Communities and Development  
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Metropolitan Area Planning Council

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#### • Background/Planning Process

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- Brochure: New Ideas
- Suggestions for Improving the Existing Transit System

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#### Commuter Rail

MBTA commuter rail service provided on the Haverhill and Lowell Lines. As of May 1991, approximately 1,100 people boarded commuter rail daily at 20 stations. Available parking on both lines totals 2,100 spaces. As of the spring of 1991, stations where parking is available Lawrence, Andover, Ballardville, Reading, Wakefield, Cedar Park, Wyoming Hill, North Billerica, Mishawum and Winchester. Those stations where parking lots are full include Bradford, North Wilmington, Greenwood, Melrose Highlands, Wilmington, Wedgemere and West Medford.

A number of significant improvements to mass transportation have been made since the PMT was last updated in 1978, and additional improvements are planned. The following pages recap these improvements and describe projects that are currently underway or proposed for the future. Maps illustrating these improvements are also presented.

### COMPLETED TRANSIT PROJECTS SINCE 1978

#### RAPID TRANSIT

- Reinvestment in Existing Infrastructure  
Systemwide improvements included vent shafts, tunnel repairs, signaling systems, emergency egress and electrification.
- 120 Orange Line Cars (Systemwide)

#### BUS

- Haymarket Station Improvements

#### COMMUTER RAIL

- Coach Purchases  
Systemwide, over 200 single-level and 75 double-decker coaches were purchased.
- Locomotive Purchases  
Forty-four locomotives were purchased, systemwide.
- North Station Track and Platform Improvements
- Haverhill Extension  
Resumption of commuter rail from Reading to Haverhill.
- Mishawum Station Improvements  
Improvements to Mishawum station added 286 parking spaces bringing the total supply to 500
- North Billerica Station Improvements  
Improvements to North Billerica station added 110 parking spaces bringing the total supply to 333. Approximately 450 board at this station each day.

### COMPLETED TRANSIT PROJECTS SINCE 1978

*Continued*

#### COMMUTER RAIL (continued)

- Ballardville Station Improvements  
Improvements to Ballardville station created 105 parking spaces. Approximately 137 riders board at this station each day.
- Andover Station Improvements  
Improvements to Andover station added 18 parking spaces bringing the total supply to 135. Approximately 250 board at this station each day.
- Reading Depot Improvements  
Improvements to Reading Depot added 40 parking spaces bringing the total parking supply to 420. Approximately 650 riders board at this station each day.
- Lowell Station Improvements  
A new station was constructed with a parking capacity of 470 spaces. An additional 230 spaces were added subsequently. Roughly 1,000 riders board at this station each day.
- Bradford Station Improvements  
Improvements to Bradford station 200 new parking spaces to an existing supply of 45. Approximately 230 riders board at this station each day.
- Lawrence Station Improvements  
Improvements to Lawrence station to add 100 new parking spaces bringing the total supply to 263.

### PROJECTS CURRENTLY UNDERWAY

#### BUS

- New Fareboxes on MBTA Buses (Systemwide)

#### COMMUTER RAIL

- Haverhill Station Improvements  
Improvements to Haverhill station to build a 300-space park and ride lot.

## POTENTIAL FUTURE PROJECTS

*Continued*

## POTENTIAL FUTURE PROJECTS

*Continued*

### RAPID TRANSIT

- Malden Center Station Improvements  
Improvements to Malden Station to add 550 spaces to an existing supply of 165. Approximately 8,000 riders board at this station each day.

### COMMUTER RAIL

- North Station Improvements  
Improvements to North Station include a new terminal with extended tracks and elevated platforms, a 1,300-space parking garage, and the relocation of the Green Line with a direct connection to the Orange Line.

## POTENTIAL FUTURE PROJECTS

### RAPID TRANSIT

- New Orange Line Cars (46)  
Oak Grove Station Improvements  
Improvements to Oak Grove station to add 600 parking spaces to an existing supply of 768

### Orange Line Extension

An extension of the Orange Line from Oak Grove in Malden to Route 128 in Wakefield. The extension would follow the existing Haverhill Line right-of-way.

### Green Line Extension

An extension of the Green Line from Lechmere in East Cambridge to West Medford/Tufts University Area in Medford.

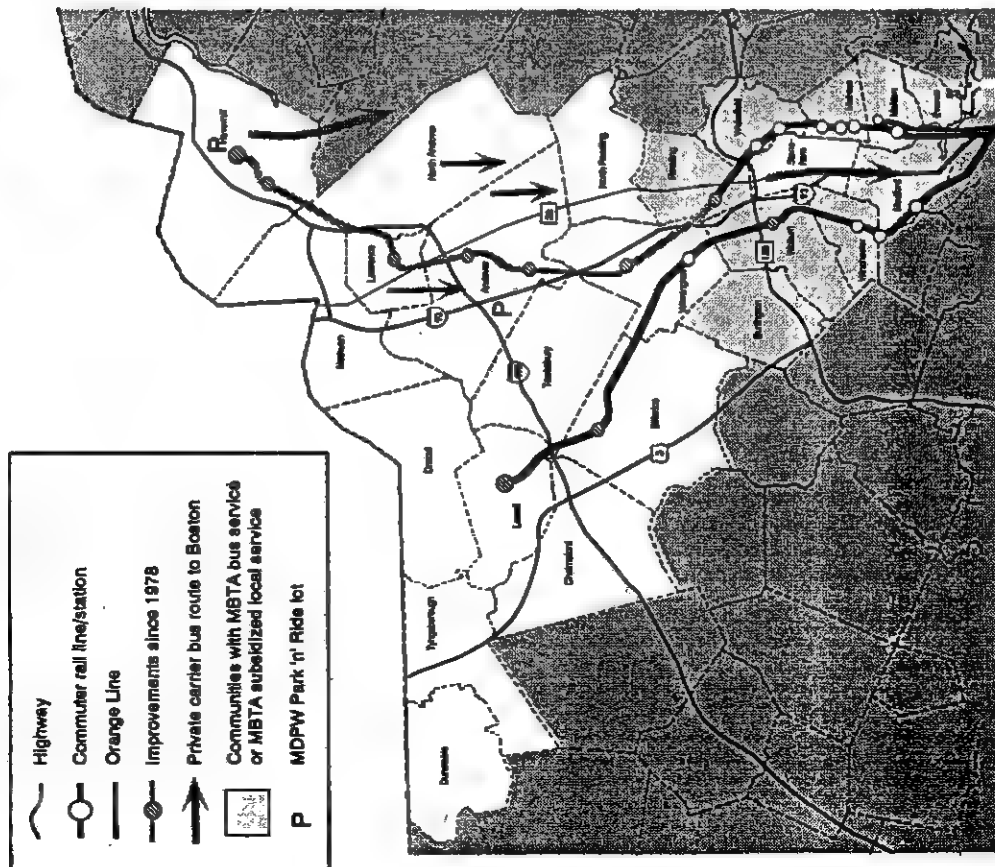
### COMMUTER RAIL

- North Billerica Station Improvements  
Improvements to North Billerica station to add 450 spaces to an existing supply of 313.
- New Gillette/L-93 Station  
A new station in Wilmington/Andover area on the Haverhill Line with a 1,000-space park and ride facility.
- Nashua Extension  
An extension of the Lowell Line to Nashua, N.H., via Tyngsborough.

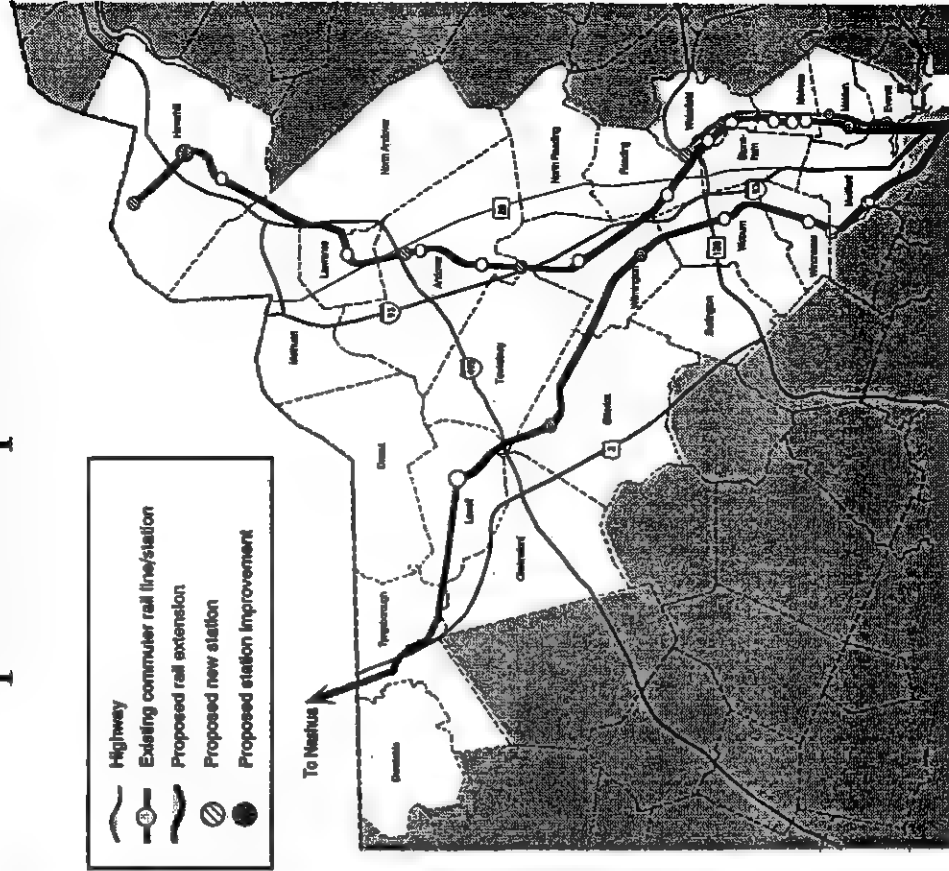
### COMMUTER RAIL (Continued)

- Rosemont Extension  
A new station beyond Haverhill with a 500 space park and ride facility.
- New Shawshoan Station  
A new station in Andover on the Haverhill Line with a 500 space park and ride facility.
- Relocation of Wilmington Station  
Relocate the Wilmington station and construct a 340-space park and ride facility.
- Relocation of Lawrence Station  
Relocate Lawrence Station with improved access from Route 495.

## North Corridor - Existing Service



## North Corridor Proposed Improvements





## Commuting in a New Century Updating the Program for Mass Transportation

### North West Corridor

#### Hosts:

Executive Office of Transportation and Construction  
Executive Office of Communities and Development  
Massachusetts Bay Transportation Authority  
MBTA Advisory Board  
Metropolitan Area Planning Council

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### North West Corridor

#### Study Area

The North West corridor is composed of twenty-five communities: Cambridge, Somerville, Arlington, Watertown, Belmont, Waltham, Lexington, Lincoln, Bedford, Concord, Carlisle, Acton, Ayer, Maynard, Westford, Littleton, Boxborough, Stow, Bolton, Harvard, Groton, Pepperell, Shirley, Lancaster and Clinton. The corridor is served by a number of major highways, as well as MBTA bus, rapid transit, private carrier bus and commuter rail.

### EXISTING TRANSPORTATION SYSTEM

#### Highways

A number of major highways provide automobile access in this corridor: Routes 1-495, 128/95, 2, 2A, 225, and 4. Segments of highway classified as over capacity include portions of Route 128 in Waltham and Lexington, Route 3 in Bedford, Route 2 in Concord and Lincoln.

#### Rapid Transit

MBTA Red Line operates between Boston and Cambridge via Somerville. In April 1989, over 55,000 riders per day boarded at 6 stations between Alewife and Kendall stations. Parking is currently available at Alewife Station.

#### Bus and Trolley Bus

The MBTA operates local bus service in Cambridge, Somerville, Arlington, Watertown, Belmont, Waltham, Lexington and Bedford, and trackless trolley service, i.e. electric bus, in Watertown, Belmont, Arlington and Cambridge. A park and ride lot in Arlington Heights is provided for MBTA bus riders. Also available is MBTA express bus service from Watertown and Waltham. Over 100,000 riders board 37 routes each day. Also in this corridor, the MBTA provides funding assistance, through its Suburban Bus Program, for local service in Bedford and Lexington. Private carrier bus service includes: 1) Yankee Bus Line from Littleton via Acton; 2) Hub Bus Lines from Concord; 3) Hudson Bus Lines from Lexington, via Arlington. The MBTA also operates the RIDE, wheelchair lift bus routes, and Call-a-Lift bus services for people who cannot use general public transportation because of disabilities. North corridor communities served by The Ride are Cambridge, Somerville, Arlington, Watertown, Belmont, Waltham, Lexington, Lincoln, Bedford and Concord. This corridor is also served by local bus provided by the Worcester Regional Transit Authority, in Clinton.

### Commuter Rail

MBTA commuter rail service is provided on the Fitchburg Line. As of May 1991, approximately 3,200 people boarded commuter rail daily at 17 stations. Total parking numbers 763 spaces. As of the spring of 1991, stations where parking is available include Fitchburg, Sturley, South Acton, Concord, Lincoln, Hastings, Kendall Green, Brandeis/Roberts. Those stations where parking lots are full include Littleton/495, West Concord and Waltham.

A number of significant improvements to mass transportation have been made since the TMT was last updated in 1978, and additional improvements are planned. The following pages recap these improvements and describe projects that are currently underway or proposed for the future. Maps illustrating these improvements are also presented.

## COMPLETED TRANSIT PROJECTS SINCE 1978

### RAPID TRANSIT

- Red Line Extension to Alewife  
Extension of the Red Line from Harvard Square to Alewife via Somerville. In April 1989, daily boardings at Porter, Davis and Alewife stations totaled 22,200. Parking at Alewife station totals 2,209 spaces.
- Reinvestment in Existing Infrastructure  
Systemwide improvements included vent shafts, tunnel repairs, signaling systems, emergency egress and electrification
- Access Improvements on the Red Line for Riders with Disabilities

### BUS

- Arlington Heights Bus Terminal  
Improvements created 194 parking spaces
- Bus Service Improvements to Serve Alewife Extension

### COMMUTER RAIL

- Brandeis/Roberts Station Parking Improvements  
Improvements to Brandeis/Roberts station created 77 parking spaces.
- Coach Purchases  
Over 200 single-level and 75 double-decker coaches were purchased, systemwide
- Locomotive Purchases  
Forty-four locomotives were purchased, systemwide.
- North Station Track and Platform Improvements

## PROJECTS CURRENTLY UNDERWAY

### RAPID TRANSIT

- Eighty-six New Red Line Cars

### BUS

- New Fareboxes on MBTA Buses (Systemwide)

### COMMUTER RAIL

- Littleton/495 Station Parking Improvements  
Improvements to Littleton station to add 300 parking spaces to an existing supply of 15.
- Fitchburg Station Parking Improvements  
Improvements to Fitchburg station to add 100 parking spaces to an existing supply of 20.

## PROPOSED PROJECTS SUBJECT TO AVAILABLE FUNDING

### COMMUTER RAIL

- North Station Improvements  
Improvements to North Station/Green Line include a new terminal with extended tracks and elevated platforms, a 1,300-space parking garage, and the relocation of the Green Line with a direct connection to the Orange Line.

## POTENTIAL FUTURE PROJECTS

### RAPID TRANSIT

- Red Line Extension to Route 128  
Extension of the Red Line from Alewife to Route 128 in Lexington.
- Alewife Station  
Improvements to add 1,000 new parking spaces to an existing supply of 2,200. Almost 9,000 riders board at Alewife each day.
- Green Line Extension  
An extension of the Green Line from Lechmere in East Cambridge to West Medford/Tufts University Area in Medford

## POTENTIAL FUTURE PROJECTS

*Continued*

### **BUS**

- Improvements to Watertown Bus Terminal

### **COMMUTER RAIL**

- West Cambridge Station

A new commuter rail station on the Fitchburg Line near the Alewife Red Line station.

- South Acton Station Parking Improvements

Improvements to South Acton station to add 100 parking spaces to an existing supply of 287.

- No. Leominster Station Parking Improvements

Improvements to No. Leominster station to create 250 new parking spaces.

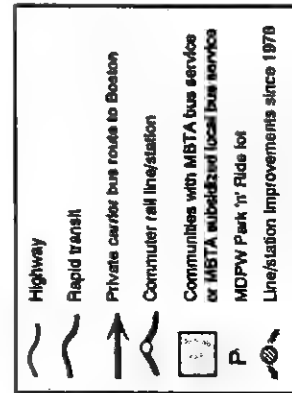
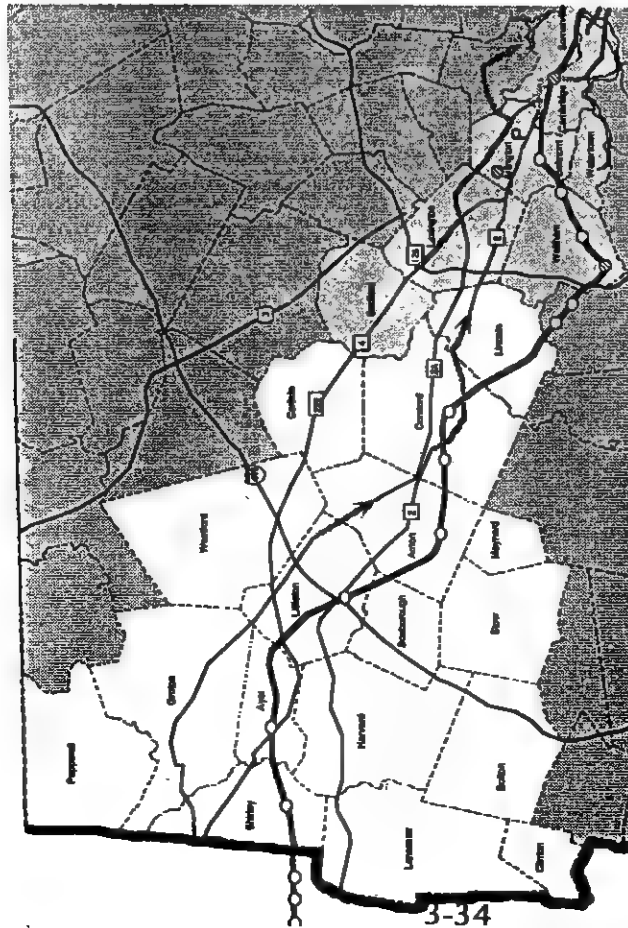
- Relocate Ayer Station

A relocated station to provide 300 new spaces.

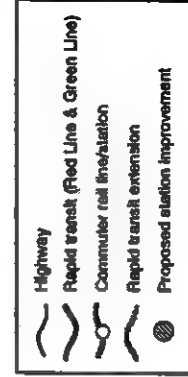
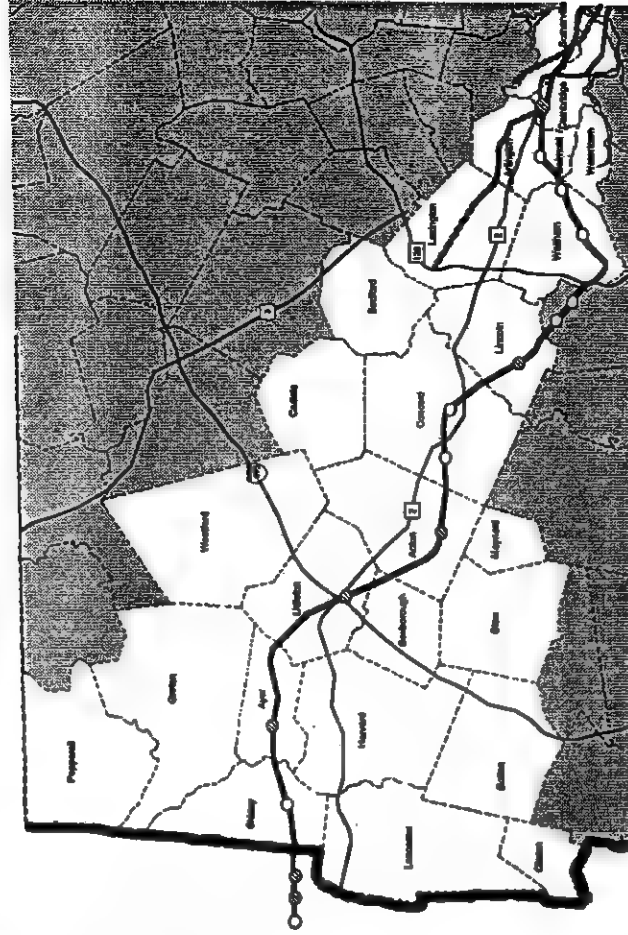
- Lincoln Station Parking Improvements

Improvements to Lincoln station to add 48 parking spaces to an existing supply of 146.

# Northwest Corridor Existing Service



# Northwest Corridor Proposed Improvements



## Commuting in a New Century Updating the Program for Mass Transportation

### Southwest Corridor

Hosts: Executive Office of Transportation and Construction  
Executive Office of Communities and Development  
Massachusetts Bay Transportation Authority  
MBTA Advisory Board  
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Central Transportation  
Planning Staff

Matthew Coogan  
Program Advisor

## Southwest Corridor

### EXISTING TRANSPORTATION SYSTEM

#### Study Area

The South West corridor is composed of the following communities: Dedham, Westwood, Norwood, Milford, Bellingham, Franklin, Medway, Millis, Medfield, Norfolk, Walpole, Wrentham, Uxbridge, Milville, Blackstone, Mendon, Hopedale, Plainville, Attleboro, North Attleborough, Norton, Mansfield, Foxborough, Sharon and the Boston neighborhoods of West Roxbury, Mattapan and Hyde Park. The corridor is served by a number of major highways, as well as commuter rail, rapid transit, MBTA bus, and private carrier bus.

#### Highways

Six major routes provide access to the South corridor: I-95, 1, 128, I-495, 109 and 16. Segments of highway classified as over capacity include portions of Route 128/95 in Dedham and Westwood.

#### Rapid Transit and Light Rail

The MBTA operates Orange Line service between Forest Hills and downtown Boston. In April 1989, over 35,000 daily passengers boarded at seven stations. Parking is provided at Forest Hills and Jackson Square with 195 and 25 spaces respectively. The parking lot utilization at Forest Hills is at capacity. Also serving this corridor is the recently restored Green Line (E) service to Heath Street. Other light rail, i.e. Green Line, services that converge at Kenmore Square in Boston include the D Line from Riverside (Newton), the C Line from Cleveland Circle (Allston/Brighton) and the B Line from Boston College (Allston/Brighton).

#### Bus

The MBTA operates local bus service in West Roxbury, Hyde Park, Walpole, Norwood, Dedham and Westwood, with connections to the Orange Line at Forest Hills. Approximately 10,350 passengers board daily. In addition, three private bus carriers operate in this corridor: Brush Hill Transportation, serving Route 109 from Milford to Boston; Big W connecting Milford and downtown Framingham; ABC Bus Line from Providence to Boston, serving Attleboro, North Attleborough, Plainville, Wrentham, Walpole, Norwood and Dedham. Local service in Attleboro, North Attleborough and Plainville is provided by the Greater Attleboro-Taunton Regional Transit Authority (GATRA).

## COMPLETED TRANSIT PROJECTS SINCE 1978

### Commuter Rail

The MBTA operates commuter rail service between Boston and Forge Park/495 on the Franklin Line, between Boston and Providence, R.I. on the Attleboro Line, between Needham and Boston on the Needham Line and from Readville on the Fairmount Line. As of May 1991 the following characteristics were observed:

#### *Franklin Line*

Approximately 5,900 riders boarded daily between Endicott (Dedham) and Forge Park/495 (Franklin) stations. Available parking totals 2,700 spaces among 11 stations. Stations at which excess parking exists include Forge Park, Walpole, Norwood Central, Islington and Dedham Corporate Center. Park and ride lots full on a daily basis include Franklin, Norfolk, Norwood Depot and Endicott.

#### *Attleboro Line*

Approximately 7,700 riders boarded daily between Providence and Hyde Park. Available parking totals 3,527 spaces among 7 stations. Stations at which excess parking exists include Sharon, Attleboro, Providence and Hyde Park. Park and ride full on a daily basis include South Attleboro, Mansfield and Route 128.

#### *Needham Line*

Nearly 2,700 riders boarded daily between Needham and Roslindale Village. Available parking totals 860 spaces among 8 stations. Stations at which excess parking exists include Needham Heights, Needham Junction, West Roxbury, Highland, Bellevue and Roslindale. Park and ride full on a daily basis are Needham Center and Haversey.

#### *Fairmount Line*

Approximately 1,400 people boarded daily at Readville, Laimount, Mottam Street and Uphams Corner stations. A total of 83 parking spaces are available.

### Other

Also in this corridor, Amtrak operates train service to Boston from Providence, R.I. and points south. Plans to electrify the Northeast Corridor would improve travel time significantly.

A number of significant improvements to mass transportation have been made since the PMT was last updated in 1978, and additional improvements are planned. The following pages recap these improvements and describe projects that are currently underway or proposed for the future. Maps illustrating these improvements are also presented.

### RAPID TRANSIT

#### Relocation of the Orange Line

Orange Line service between downtown Boston and Dudley Square in Roxbury was relocated in 1987. The new line is 4.7 miles long and shares the right-of-way with MBTA commuter rail and Amtrak. Nine new stations, fully accessible, were constructed. Daily boardings at these stations total 55,300.

#### Forest Hills Station Improvements

Station improvements added 195 parking spaces. Daily boardings, both at the Orange Line and commuter rail stations, total just over 12,300.

#### Arborway Green Line Restoration

Track and power improvements to Heath Street.

#### 120 Orange Line Cars Purchased

### COMMUTER RAIL

#### Extension to Forge Park/495

In 1988, the Franklin Line terminus was extended from downtown Franklin to Forge Park, an office park near the intersection of Route 495 and 140 in Franklin. The project was the result of a public-private partnership between the MBTA and National Development Corporation. Approximately 725 parking spaces are provided for railroad patrons. Daily boardings, as of the Spring of 1991, total 700.

#### Dedham Corporate Center Commuter Rail Station

In 1989, a new station opened in Dedham, on the Franklin Line, between Endicott and Islington stations. The station provides 500 parking spaces. Roughly 720 riders per day board at this station.

#### Back Bay Station Renovation

A new back bay station reopened providing 5 commuter rail tracks and direct access to the Orange Line.

#### Northeast Corridor Improvements

Main Line improvements between Providence, R.I. and Boston.

#### Readville Commuter Rail Station Improvements

Parking and accessibility improvements at Readville include three separate platforms and 200 new parking spaces bringing the total supply to 360. Over 500 riders per day board at this station.

#### Norwood Central Commuter Rail Station Improvements

Parking and accessibility improvements at Norwood Central added 55 spaces to an existing supply of 360. Daily boardings total 900.

#### Norwood Depot Commuter Rail Station Improvements

Parking and accessibility improvements at Norwood Depot added 85 spaces to an existing supply of 143. Daily boardings total 480.

## COMPLETED TRANSIT PROJECTS SINCE 1978 Continued

### COMMUTER RAIL (Continued)

- Norfolk Commuter Rail Station Improvements  
Station improvements underway in Norfolk will add 300 new spaces to the existing supply of 280. Over 600 riders board at this station each day.
- South Attleboro Commuter Rail Station Improvements  
A new fully accessible station opened in 1990 with 500 parking spaces. Nearly 1,100 riders board at this station each day.
- Hyde Park Commuter Rail Station  
Parking improvements added an additional 61 parking spaces to an existing supply of 60. Daily boardings total 517.
- Restoration of Needham Line Commuter Rail Service  
Commuter rail service to Needham through West Roxbury and Roslindale was restored in 1988. Eight stations provide 860 spaces for almost 2,700 riders per day.
- Southwest Corridor Improvements  
Service was restored to the southwest corridor with tracks relocated from embankment to below-ground, with new stations at Forest Hills and Ruggles Street.
- Restoration of Dorchester Branch (Fairmount Line)  
Commuter rail service through Hyde Park, Mattapan and Dorchester was restored in 1988. Over 1,300 riders board daily at four stations. Parking is available at Fairmount and Morton Street stations.

## PROJECTS CURRENTLY UNDERWAY

### BUS

- New Fareboxes on All MBTA Buses (Systemwide)

### COMMUTER RAIL

- Bellingham Commuter Rail Station and Layover Facility  
An extension of the Franklin Branch from Forge Park/495 in Franklin to Depot Street in Bellingham including a park and ride lot of 500 spaces

## PROJECTS CURRENTLY UNDERWAY Continued

### COMMUTER RAIL (Continued)

- Route 128 Commuter Rail Station Improvements  
Parking improvements to add an additional 1,400 parking spaces to an existing supply of 800. Daily boardings total 1,540.
- Northeast Corridor Improvements between Boston and Providence  
Improvements are being made between Boston and Providence, R.I., to reduce travel time to New York City and Washington, D.C.

## PROPOSED PROJECTS SUBJECT TO AVAILABLE FUNDING

### BUS

- Washington Street Replacement Service  
An electric bus network to serve Washington Street in the South End and Roxbury. The service would replace the MBTA bus route #49, which carries more than 5,500 riders each day.

### COMMUTER RAIL

- Walpole Commuter Rail Station Improvements  
Station improvements to add 237 spaces to an existing supply of 423. Daily Boardings in Walpole total more than 800.
- Mansfield Commuter Rail Station Improvements  
Station relocation to include 470 new parking spaces on top of an existing supply of 530. Over 1,440 passengers per day board in Mansfield.

## POTENTIAL FUTURE PROJECTS

### COMMUTER RAIL

- Sharon Commuter Rail Station Improvements  
Parking improvements to add 150 new spaces to an existing supply of 521. Daily boardings total 1,003.
- Dedham Corporate Center Commuter Rail Station Improvements  
Phase 2 parking improvements to add 500 new spaces to an existing supply of 500. Daily boardings total 716.
- Milford Commuter Rail Extension  
An extension of commuter rail over the Franklin/Milford Secondary Branch from a new station in Bellingham to Central Street in Milford. A 500 space parking facility is proposed.

**POTENTIAL FUTURE PROJECTS**  
*Continued*

**COMMUTER RAIL (Continued)**

**Foxborough Commuter Rail Extension**

An extension of commuter rail from Walpole station to Sullivan Stadium in Foxborough with parking for 1,000 cars.

**Back Bay Station Accessibility Improvements**

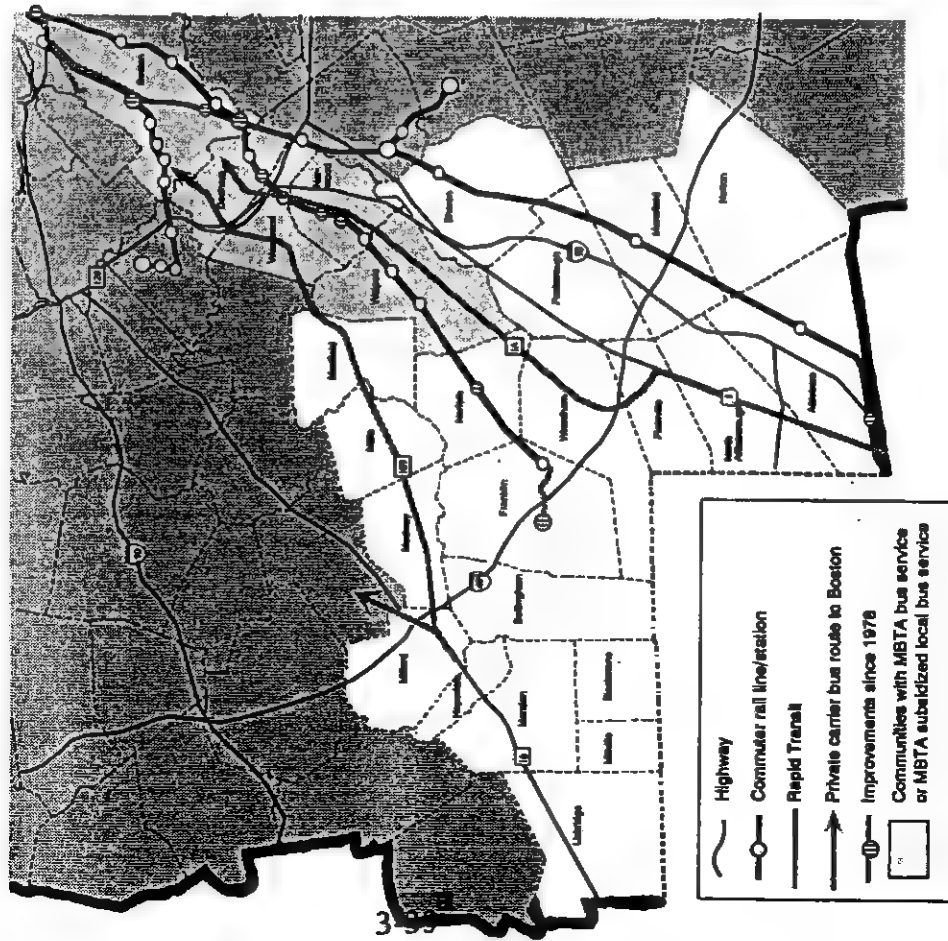
**Forty-six New Orange Line Cars**

**Electrification of the Northeast Corridor**

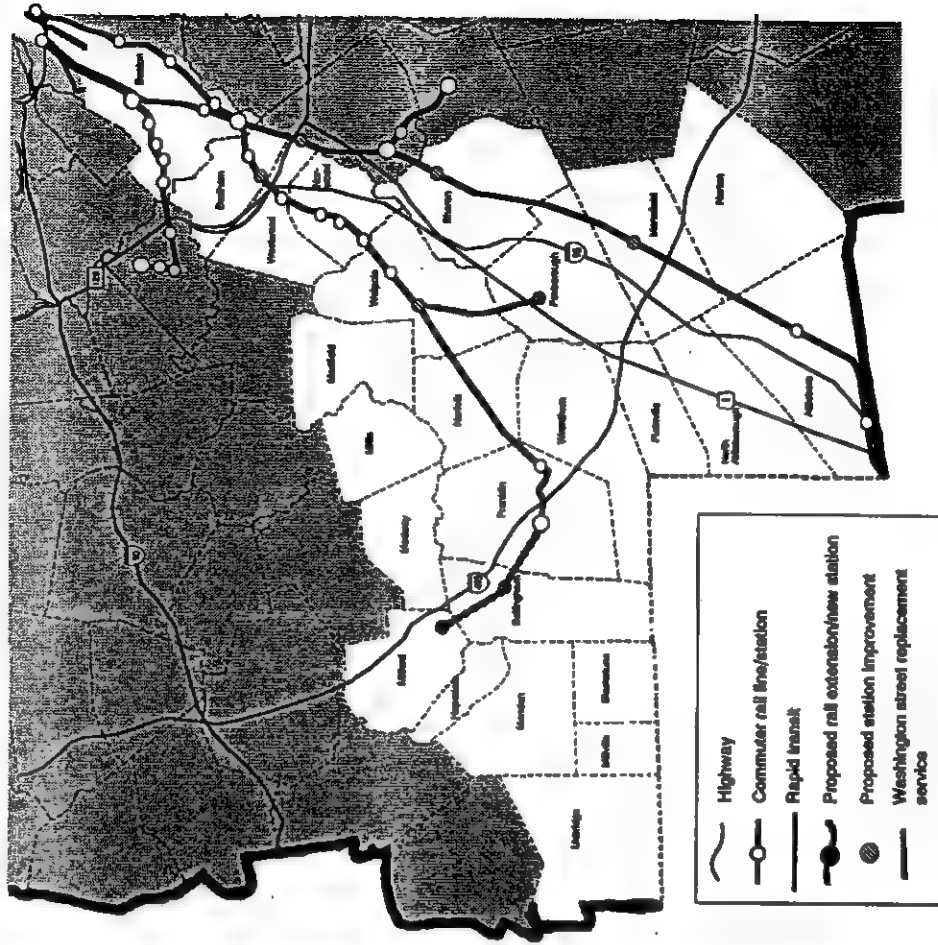
Additional improvements to the Main Line connecting Boston and Providence, R.I.



## Southwest Corridor Existing Service



## Southwest Corridor Proposed Improvements





## **SUMMARY OF THE INTRODUCTION GIVEN BY MATTHEW COOGAN, PROGRAM ADVISOR TO THE PMT**

Why and how is this process different than what we went through in 1976? I am convinced that the major difference is that this time it is harder. The team that Secretary Taylor has put together will face a series of decisions that in my mind are considerably more challenging than was faced by the last PMT team in 1976. There are three reasons for this. First are the externally imposed requirements. Second, the nature of the planning decisions that are still on the planning table is more complex. Third, the need to gain a higher level of public consensus to gain funding for projects. In all three cases, the situations are different and more difficult than in the past.

Related to the first issue, when the PMT was prepared in 1976, transit agencies could invent whatever criteria it wanted to determine what projects would be built. In 1966 that criteria was "how many cars will each project take off the road?" What is happening now is considerably more complicated. With the passage of the American Disabilities Act, it is no longer optional for a transit agency to make the decision of whether or not the transit system will be totally accessible. The U.S. Congress has made that decision and it is up to the states and the localities to provide access. We do not know the amount of funds it will take to deal with this issue, but present estimates suggest that it will take in the nature of \$200 million to buy buses and handle the platform issues. The American Disabilities Act sets the requirements on what changes have to be made. That did not exist back in 1966 or in 1978.

The second example of an externally imposed constraint is the Clean Air Act. With the Clean Air Act, certain projects have to be included because are commitments or proposals for inclusion in the State Implementation Plan. They have to be analyzed according to their impact on improving the quality of the air. We don't have a lot of flexibility because the CAA makes us deal with an overall process that takes steps to cleaner air.

The second area that makes life more difficult is that the "easy planning issues have been solved and it is the tougher ones that remain to be solved." In 1976, Governor Francis Sargent, had just killed the radial highway in the Southwest Corridor, the radial highway in the Northwest, the radial highway through the Lynn Woods and the Circumferential Highway that connected them. At that time the major transportation planning issue was "given that we are going to put transit into the radial system what is the mode and given that it is a rail mode, what kind of rail. This type of "easy planning decisions" is over.

If you look at the nature of the change in travel as shown in the slide show, we now have to start dealing with trips that may or may not be radial in nature. In some cases, giving money to a Transportation Management

Organization to keep it alive for one year might have more impact than spending that same amount of money on a radial rail extension. Those kinds of issues, which were felt to be separate in 1976, have now been brought together in today's planning process.

Finally, in terms of political consensus, something did happen when Governor Francis Sargent killed those highways. A great, big pot of money roughly equivalent to two billion dollars, was made available. The planning question could then be, given that we have the money and given that there is a political consensus, how do we chop it up? Now, with greater flexibility of funding on the highway and transit side from the federal government and with a greater level of skepticism within the political process, we have to make the case for investment for public transportation with more discipline and more caring than was the case in 1976. Those are the three differences, there are externally imposed requirements, the questions we are asking are harder and our need to be disciplined this time in our judgements and justifications seems to be more difficult.

### **Demographics Slide Show**

Following is a condensed summary of the slide show on demographic trends in the region which was presented at each of the Transportation Town Meetings. The text was accompanied by some forty graphics for the slide presentation, but only two of the graphics have been included in this summary.



In order to be effective, long range transportation planning must take into account the underlying demographic forces in the population which it serves. After all, trends in population and employment are the underpinnings of commuting and travel in general. In studying these trends, two themes have become clear: first, commutes in the region have lengthened as population and jobs have spread out, and second, the increase in suburban employment has created sets of commuting trips which can not easily be served by conventional forms of transit. Both of these themes present problems for transportation planners. Possible solutions to these problems may come about through a combination of new services, system efficiency measures and public information.

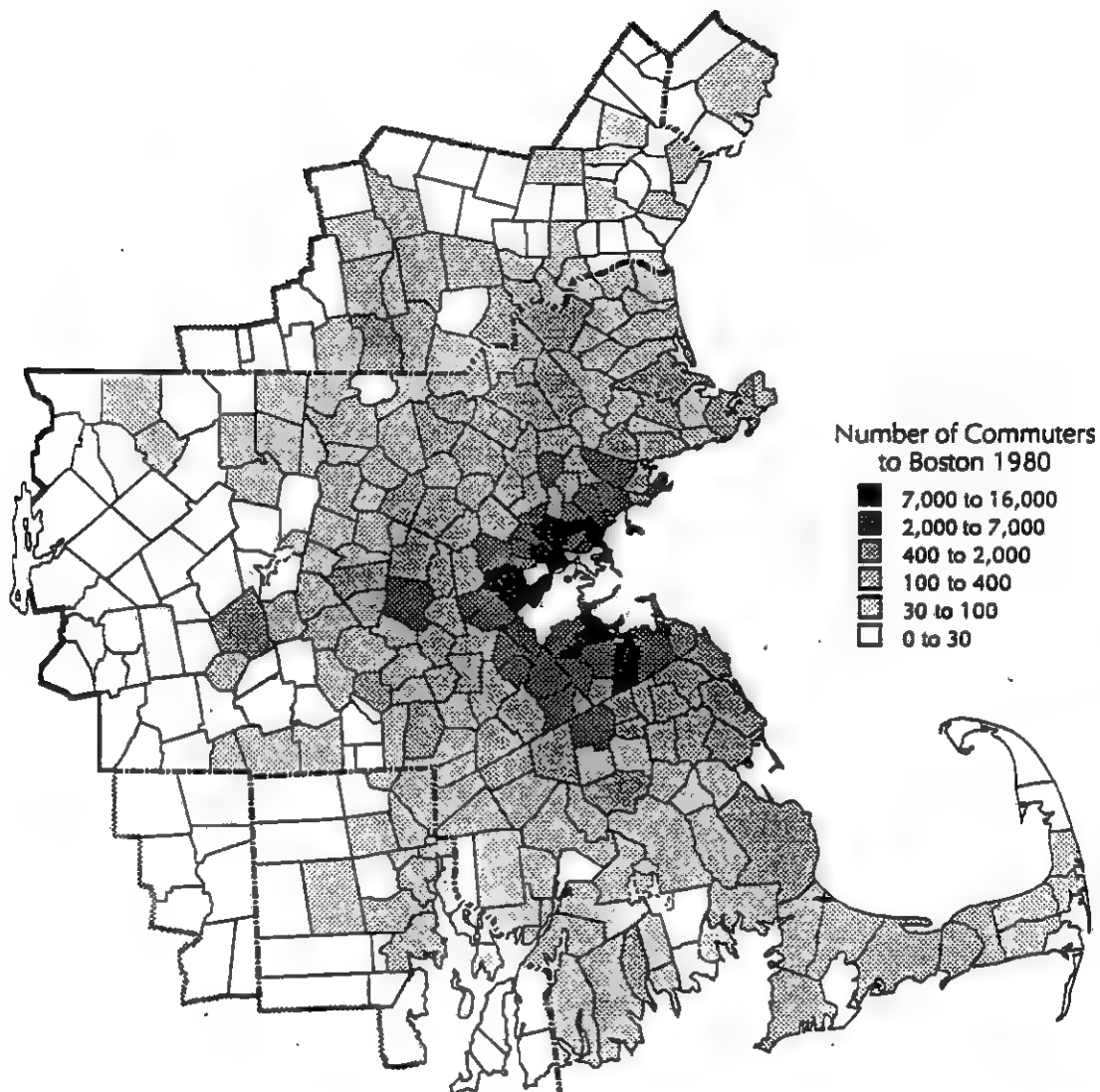
The year 1950 provides a good point for beginning a study of population since most of the old cities in the region were near their peak population and few of today's suburbs had yet developed. Population was concentrated in old urban centers mainly because there was no highway network yet in place and because not that many people owned automobiles. These restrictions on the ability to travel long distances forced people to live close to where they worked. Since jobs were concentrated in the cities, population was also concentrated there.

In the years following 1950, the regional highway network began to take shape with the construction of the Mass Turnpike, Route 128 and other expressways. New roads in the '50s, '60s and '70s provided good access to uncrowded and inexpensive land, and allowed people to move out to the suburbs. In combination with a rise in income and the ready availability of automobiles, the highway network helped to change the travel patterns of the region dramatically.

The 1990 pattern of population density is much more spread out than in 1950. Cities still have the highest densities, but many suburban areas and formerly rural areas have now reached medium densities. This change in population distribution has major implications for transportation. Suburban roads were not designed to carry the numbers of people who now want to travel on them and so they have reached levels of congestion similar to cities. Unlike cities, however, it is very difficult to implement a transit system because everything is spread out. There are not enough people in any one place to make conventional forms of transit economically feasible.

The density of employment, like population, is highest at the regional core, but, also like population, has reached moderate levels in the suburbs. The density of employment in the urban core helps to reinforce the need for a high level of transit service to the core. The moderate density of the suburbs, however, tends to lead to traffic congestion because much of the development in the suburbs has occurred in spacious office parks or in strip development along highways. This kind of development is very difficult to serve with conventional forms of transit. Without transit services, almost every suburban job implies an automobile commuter on the road at rush hour.

The spreading out of population and employment has led to a huge increase in the total miles of travel in the region. People are commuting long distances to their jobs, and most shopping and recreation trips also involve significant amounts of travel.

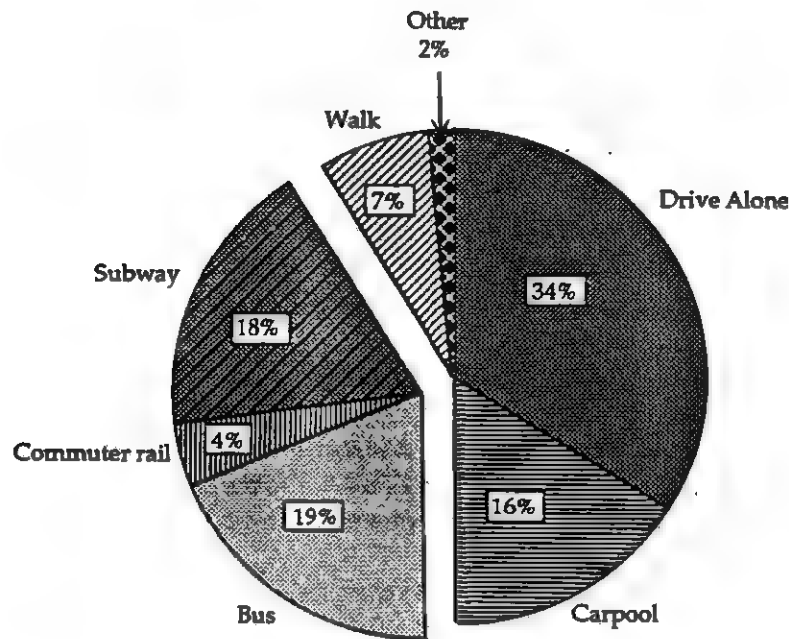


The commuting pattern for Boston is very spread out, extending up to 60 miles over an area with nearly seven million inhabitants located in five states. These long commuting distances are harmful to the environment, but they would be many times more harmful were there not a large number of travel options, all more fuel-efficient and less environmentally harmful than the automobile, including commuter rail, private carrier bus routes, MBTA express buses, commuter boats, or rapid transit for closer-in commuters.



One-half of all commuting trips to Downtown Boston are made in modes other than the automobile. Furthermore a third of the auto trips are carpools. The 41% share represented by transit not only provides good service to the users of the transit, but it is absolutely necessary for the highways to function at all.

Modal Split of Commuters to Downtown Boston



One of the problems with suburban employment is that commuters to suburban job centers have far fewer travel options. As was noted above, it is difficult to implement transit systems in places with less-than-urban densities. Because suburban densities are in between the low levels, where there is no congestion because there are few people around, and the high levels, where transit becomes feasible, suburbs get congestion with very few remedies.

### The State of Transportation

Because of the major investments in public transportation over the past twenty years, we are seeing a reversal of the long downward trend in ridership of the post World War II period. Ridership on all modes went up in the 1980s, with commuter rail showing the fastest percentage growth. Rapid transit is increasingly popular due to major improvements such as the Orange Line Relocation in the Southwest Corridor and the Red Line extension to Alewife. The Commuter Boat has developed a loyal following, and surface modes - that is buses and the surface Green Line-have exhibited relative stability.

One constraint on transit ridership has been the availability of parking at suburban transit stations. The MBTA has been pursuing and will continue to pursue an aggressive program of parking expansion to free up that constraint. Parking is now available at a number of stations, many of which have been recently expanded.

Considering also the capacity constraints on the highway network, many portions of the system typically experience congestion during rush hour. The congestion is worst at the core of the region, but even Route 128 experiences moderate to heavy congestion on a regular basis. The Central Artery project will of course help to decongest the core and will cause positive ripple effects over the whole system.

To improve highway service, there are a number of studies in progress. There are several corridor studies, the most prominent being one on Route 128, and four area-wide studies, the largest of which is the Central Artery/Third Harbor Tunnel study in downtown Boston. New highway interchanges are being examined at various locations. Finally there are studies for Transportation Management Organizations or TMOs (also known as Transportation Management Associations or TMAs), which are privately-supported, commuter information organizations.

To provide new information for the Commuting in a New Century study, we are in the process of collecting data on travel patterns and preferences. A regional household survey is underway as well as a survey of people entering the region from outside its boundaries. A survey of MBTA riders is planned for 1992. We will also make full use of data from the 1990 census as it becomes available.

To increase transit service coverage, a number of commuter rail extensions have been proposed. Extensions in various stages of the study process include service to Newburyport, Nashua, Marlborough, Worcester, Milford, and a large number of possibilities to the south including the three branches of the Old Colony railroad, service to Fall River, New Bedford and Newport, as well as seasonal service to the Cape. There is also a possible new intercity rail connection to Portland, Maine.

These proposed extensions would have a major effect on transit commuting time to Boston. Several portions of the commuter source area would see significant improvement in transit travel time to Boston, most notably the South Shore and the area west of Framingham. The improved travel times would make commuter rail more competitive with automobile travel and thus induce some people out of their cars. As a result, conditions on the highways should improve. The commuter rail extensions also raise the possibility of new intermodal centers at the intersections of the rail lines with major expressways. These locations provide good sites for park 'n' ride facilities, from simple parking lots up to transportation centers.

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## West Corridor Meeting: Framingham October 28, 1991

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The Meeting was introduced by Robert Sloane, Assistant Secretary of Transportation. Secretary Taylor outlined the reasons for the process of revising the Program for Mass Transportation. Mr. Sloane presented a slide show providing the context of the PMT, including the changing demographics of the region, and some of the planning issues to be discussed in preparing a revised PMT. Geoff Slater of the Central Transportation Planning Staff (CTPS) then discussed the schedule and process of preparing the PMT, including the Phase 1 efforts of soliciting public opinion, which will conclude on December 31, 1991. Matt Coogan, program advisor to the PMT, discussed the preparation of the last PMT in 1976-1978, stating that the issues confronting the present PMT planning team are more difficult, in terms of available resources, federally-mandated regulations and scope of transportation issues to be addressed. Charles Steward, MBTA Assistant Director of Construction for Development, was present to answer questions regarding MBTA construction projects. Ed Bates represented MAPC.

### COMMENTS FROM THE AUDIENCE

Ralph McNall, Westborough Resident:

Most of the planning you see is reactionary planning, planning that addresses current populations. Because this is a long term plan you should be focusing on planning to provide services to accommodate growth in the future housing needed, and an environment for shopping and office around transit. Specifically, this could mean running commuter rail or a new subway to a new open area and then encouraging high-density development and high density shopping units in the vicinity of the new transit. There would be the mutual benefit of providing parking for rapid transit and shopping. The MBTA should consider extending the commuter rail line to Worcester with a station at I-495. You could have high density shopping and transit at the I-495 intersection. There should be a concern that planning accommodate future growth.

**Menno Koenig: Dover Resident:**

I would like to make a case for a rail extension to Millis. There has been great growth in ridership on the Needham line branch. We need the extension of the rail into Millis. This rail extension would have a low cost. The MBTA should compare the pay-off of the Millis extension with Old Colony Restoration. I think you will be surprised at the payoff. I don't think that the extension to Bellingham makes all that much sense, but we should try the extension to Millis first where the rail line is still operating. I recognize that bridges need to be fixed and the railroad beds need to be resurfaced, but this will cost \$40 Million according to the study prepared by the MBTA. I do not see the Millis extension on any of the lists you have distributed for future study. I am worried that the PMT will take four years. I would like feedback as to why the study was not followed up, why it not a good expense of money compared to Old Colony, Blue Line platforms, Orange Line extension, and so on. Millis seems like a better payoff.

**Ralph Steele: Access Advisory Committee to the MBTA:**

We have a commuter rail system where every car has a symbol indicating that the car is accessible, yet not a single disabled person can get on them because the stations are not accessible. A letter was sent to the MBTA on this matter. There needs to be short term work on the handicap accessibility. Parallel transit systems must be provided by law, and there was no reference to it in the earlier presentation. At the federal level, they did not create a separate budget to fund ADA because the money allotted is meant to cover the cost. The federal government does not want to hear excuses.

In the long term, the MBTA needs to work on getting money to meet the ADA's legal requirements. MetroWest, Framingham and Natick, has a para-transit system equivalent to the RIDE in the core area. There is a corridor that isolates Metrowest from the core. and there is no connecting para-transit service except for a shuttle that operates only once a day. This once-a-day shuttle is totally not utilized. There needs to be serious consideration to improving this.

**Bob Donahue, Natick Resident:**

I used to work in Boston. I would like to see commuter rail mode truly accessible. I had to give up 40 hour-per-week job three years ago because of the problems I had in commuting to Boston. I now work only 15 hours a week. Eight commuter rail trains went by but I couldn't use any of them because the stations were not handicapped accessible. Paratransit service does

not serve Wellesley . This has upset the disabled community. We want to see commuter rail accessible.

Sara Ludwick, Framingham Citizen:

Five million dollars have been allocated to Framingham to fix up the parking area and to move the commuter rail station and make a straight platform. I want to know, where the rest of the money is to move the station?

Richard Greenberg:

There needs to be a shelter for the people who are waiting for a train at the Framingham station.

Arthur Noonan, Planning Director, Framingham:

I am worried that this study will focus on the commute to Boston. There should be analysis on inter-suburban commutes and interarea commutes. The MBTA also needs to look at people from Boston commuting out to the suburbs. There is a need to have a true comprehensive picture of commuting, therefore you need these two factors in the study. A problem we have in Framingham is that there is not a consistent pattern of funding from the MBTA for our local service because we depend on yearly funding. We need to have a broader range of budgetary commitments. Also, as to the interdistrict program, is there a way for the MBTA to expand its authority outside of the current district? As for commuter rail, the closest accessible station is not nearby.

Extending commuter rail to Worcester will only solve some of the problems. We have a need for grade-separated intersections in Framingham. There will be two at-grade rail crossings from Worcester to Boston and both will be in Framingham. I would also like to put in a plug for a transportation center somewhere in the Golden Triangle.

Earl Baker:

In light of the Clean Air Act, why are we still operating diesel locomotives instead of electric trains? Also I have not heard any mention of having facilities to maintain the vehicles.

**Ralph McNall, Westborough Resident:**

In regards to extending the commuter rail line to Worcester, has any thought been given to having an interim station in downtown Westborough using the existing old station with a new platform? Parking is currently available there. This could be a reasonably low cost interim station which could be available to provide service a few years earlier.

**Kristin Antonucci:**

EOTC bought eight or ten handicapped accessible buses for private carriers, one of which was Peter Pan who operate the Logan express shuttle. The lift does not work reliably so I am not able to go by public transit to the airport, especially on the weekends. The State needs to ensure that this equipment is kept up. I support the concept of commuter rail to Worcester but the trains need to be accessible for people in wheelchairs.

**Michael J. O'Bryan, MBTA Advisory Board Member, Westborough:**

The proposed ten million dollar cut in the MBTA budget will put it below this year's funding. Are the major rail extensions going to be funded? I am concerned about the Worcester branch in particular. A problem with commuter rail is the acquisition of equipment. There are six different kinds of cars each of which need a separate inventory. There are four locomotive styles right now. There is not enough place to store and work on the commuter rail cars when they are not in use. The MBTA should increase the running speed of the commuter rail cars to 80 or 100 mph.

**Earl Baker:**

Cape Cod received a lot of money to reconstruct the railroad facilities and yet none of them are being used except for tourist trips. Why is there a multimillion dollar signal facility that is not being used? Behind the scenes, it is said that there was a major scandal where a private contractor said that he would provide commuter rail services to Boston/Cape and then allegedly walked away with a lot of money and the state does not know where that money went. There is discussion about the contract for the operation of Amtrak and commuter rail being opened for discussion.

**Richard Greenberg:**

What about the surcharge for people on commuter rail who buy their tickets on the train? Will the expansions of service have an impact on fares?

**Ralph McNall:**

There should be a common vehicle for the MBTA. A study decided that the Green Line should look at a low floor car. Why don't we design a commuter rail car that can be a common design for all of the commuter rail cars so that we can phase them in as they come along.

**Kristin Antonucci:**

The MBTA sent in buses when commuter rail to Framingham was not working. Is this a viable method to have buses by the MBTA that are accessible when the commuter rail is not? Maybe the MBTA should have accessible buses rather than commuter rail.

**Arthur Noonan:** Parallel service is fine; but duplication of service is not.





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## North Shore Corridor Meeting: Lynn October 29, 1991

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The meeting was introduced by Robert Sloane, Assistant Secretary of Transportation. He presented a slide show of the context of the Program for Mass Transportation (PMT), including the changing demographics of the region, and some of the planning issues to be discussed in preparing a revised PMT. Geoff Slater of the Central Transportation Planning Staff (CTPS) then discussed the schedule and detailed the process of preparing the PMT, including the Phase 1 efforts of soliciting public opinion which will conclude on December 31, 1991. Matt Coogan, program advisor to the PMT, discussed the preparation of the last PMT in 1976-1978 and stated that the issues confronting present PMT planning are more difficult, in terms of available resources, federally-mandated regulations and scope of transportation issues to be addressed. Charles Steward, MBTA Assistant Director of Construction for Development, was present to answer questions relating to MBTA Construction.

### COMMENTS FROM THE AUDIENCE

**Ben Helprin, Lynn Resident:**

I have a problem with the commuter rail schedule now in existence. The night and weekend train schedules are infrequent and are not run late enough into the night. The Blue Line to Lynn was proposed to be built but never was. More security is needed for the recently completed Lynn Square garage. If it is considered unsafe, people may not want to park there. The MBTA should be able to provide a safe and harassment free environment. On First Night and Holidays I have seen fights break out. I think that the North Station/ South Station connection should be further explored. I disagree that the grade is too steep, and I know engineers who say that the grade is acceptable and that trains do it everyday.

The MBTA should consider a monorail on Route 128; a monorail will not take up much space in the median strip of the highway. The high speed rail study should look at better service to New York and also consider service to Portland, Maine with continuing service to Montreal. I also wonder about the feasibility of a tube rail connection from Boston to California.

**Sheldon Kovitz, Point of Pines Resident:**

I have recently given up my car and depend on transit. I am appreciative of this process. As perspective, I would like to note that commuter rail service during 1904-1910 was faster than today. Then it took 64 minutes from Salisbury to Boston.

The problem with the #441 bus is that it gets stuck in the same traffic that cars do. There is also a problem with parking at Wonderland. The lots are often full. The MBTA should look into why the large MDC lot was closed.

In regards to the Blue Line, I support the concept of 6 car trains on the Blue Line. This would help the problem that exists at Maverick Square where the trains are already packed by the time they reach Maverick station. I support the Charles Station connection of the Blue Line and the Red Line if the difficulties can be surmounted. I believe that the Blue Line extension to Lynn plan needs to be reactivated. The Lynn Garage could serve as a good place to park for the Blue Line.

One problem the state should deal with in regards to the possible extension of the Blue Line is the half-completed building at 190 North Shore Drive which was built on former railroad right-of-way. We should seize the day while the building is empty and have the state acquire it. The Blue Line extension can have stops at or near Revere Street, Oak Island and Point of Pines. Then the Blue Line could be further extended to Salem as population increases warrant. If the extension of the Blue Line is too difficult then maybe the MBTA could construct a light-rail vehicle line.

The MBTA needs to come up with contingency plans when the reconstruction of the Wonderland station is begun in 1993. The MBTA should consider a commuter rail stop at Oak Island. In terms of bus service, the bus shelter at Point of Pines needs to be rebuilt and the first bus at 6:35 a.m. is not early enough. The first bus should start at 6:00 a.m. There also needs to be an extension of bus service during the late hours. As a final comment, the extension of the Blue Line would improve the communities of Lynn and Revere.

**Dan Lauzon, Legislative Liaison for the Brotherhood of Locomotive Engineers:**

In response to the last speaker, I just wanted to comment that the reduced schedule for the commuter rail trains is a budgetary decision.

I wanted to speak in favor of the previously mentioned Congress Street alignment for the North Station/South Station connector. Connecting the

two stations will mitigate traffic anxiety and reduce the number of mode changes people need to make. In regards to commuter rail, I worry that the MBTA suffers from the "Green Line Mentality". The MBTA needs to consider running an express commuter rail train through Salem and then have the next stop in Saugus. I am in favor of a Beverly Shuttle instead of turning the trains in Salem.

**Jim Kearney, Salem Resident:**

My comment is that the MBTA should try to increase ridership. One way of doing this is to increase frequency and decrease travel time. With regards to capital planning, new rail cars are good; and the Salem station seems to be a poor idea. The handicapped access on the commuter rail station was rebuilt but it was jerry-built and is a sore point. There is no weather protection for the people waiting on the platform. I also support a North Station/South Station connector. I wonder why can't the MBTA improve the process of acquiring Monthly Passes. It used to be good, but now you must wait in line during the end of the month to purchase them.

**Dan Lauzon:**

I think that the handicapped platform issue has been straightened out. The real problem was at South Attleboro Station. The Eastern Route does have more platforms and more awkward stops.

I wish we had an electrified system. With a Congress Street alignment for the North Station/South Station connector there could be trains run from Portland with the possibility of service directly to Providence.

Right now Salem is not ideal for a shuttle service. We need a small layover facility. I think that the MBTA will need to acquire some land from Parker Brothers. One thing to keep in mind is that new stations will add more time to each run.

**Angela Myerson, Salem Resident:**

I have to disagree that the handicapped access situation is unrealistic. The gaps at stations between the platforms and rail cars is a problem. I like the level platforms at North Station. I wanted to stress that people with handicaps are individuals who need transportation. I would like to see better safety at Haymarket Station. The MBTA drivers at Haymarket are insensitive. The MBTA needs more starters. I will also send in my comments in writing.



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## Core Meeting: Boston

### October 30, 1991

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The meeting was introduced by Robert Sloane, Assistant Secretary of Transportation. He presented a slide show giving the context of the Program for Mass Transportation (PMT), including changing demographics of the region, and some of the planning issues to be discussed in preparing a revised PMT. Geoff Slater of the Central Transportation Planning Staff (CTPS) then discussed the schedule and process of preparing the PMT, including the Phase I efforts of soliciting public opinion which will conclude on December 31, 1991. Secretary Taylor welcomed everyone and stated that he hoped that the public process would lead to good ideas for the future planning process for mass transit. Matt Coogan, program advisor to the PMT, discussed the preparation of the last PMT in 1976-1978 and stated that the issues confronting present PMT planning team are more difficult, in terms of available resources, federally-mandated regulations and the scope of transportation issues to be addressed. Charles Steward, MBTA Assistant Director of Construction for Development, was present to answer questions regarding MBTA projects.

#### COMMENTS FROM THE AUDIENCE

Edward Neillson, RiverVision 2020:

I would like to present a slide show to explain RiverVision 2020. It recommends the extension of the Blue Line along the Charles River to Kenmore Square. At this point it would run on the Riverside Green Line right-of-way. Included would be the redevelopment of the Charles River and an alternative role for Storrow Drive. *See Chapter 4 Written Comments #79 for this presentation and details of the plan.*

Sheldon Kovitz, Point of Pines Association:

I am interested in Blue Line improvements. I live in Revere and from my perspective the people who use the buses that end at Haymarket would be the prime beneficiaries of a Blue Line extension. The bus service into Boston goes through areas with extensive traffic such as North Shore Road and the

Sumner Tunnel. This is not a good commute and if the improvements were made, it could be a more attractive commute.

This is a replacement of the Eastern Service trolley line which ran until 1949. The current service is not to the same standard. The narrow gauge railroad was replaced by bus service in 1940. We could extend the Blue Line and we might take away much of the air pollution of the Revere area. The current bus service does not operate in a dedicated right-of-way. The length of the trip is less than ten miles, so it falls into the category of travel which could be served by rapid transit. Revere and Lynn are denser than Quincy and Braintree, for example. Lynn has a population of approximately 100,000 people. The current service also suffers from lack of frequency. Lynn has a new commuter garage. It would be better served if it also was used for the Blue Line. The Blue Line would be cheaper for passengers, and the Blue Line would have more frequent and intermediate stops. It would be cost effective because we have the rights-of-way. We don't need any tunneling for the extension.

We have a building at 190 North Shore Road which was illegally built on land which was supposed to be reserved for public transportation. The state should take the building. Right now the building is half finished. Light rail would be all right along this line.

This would help Lynn and Revere and would be environmentally sound. Many people drive their cars to Wonderland, but if the extension was made it could cut five miles off these people's commute. There should be one or two stops in Revere like the narrow gauge had and one in West Lynn and Central Square. This extension is endorsed by the Mass Municipal Association.

**Charles Bahne:**

You commented earlier on how many projects have been built, but you did not mention the ones that were included in the last PMT but not built such as the Red Line extension to Arlington Heights and the Blue Line to Lynn. We need to acknowledge that there are a significant number of projects underway which were not in the last PMT in 1978 such as the South Boston Transitway and the stations being modernized. What chances for public involvement are going to occur after this phase? How was the Advisory Committee chosen and can groups which were not chosen apply?

The North Station/South Station connector would improve a number of modes. The tunnel would provide rail service for people north of Boston to commute very quickly to New York. There is a good chance of obtaining federal money for this project. We need a commuter rail- inter city rail

connection to Logan Airport. The Rockport line in Chelsea comes very close to the airport. You should be able to get on a train in Worcester and go to the Airport or go from Providence to Logan.

- We should build a commuter rail station at Alewife.
- The extension of the existing trackless trolley line in Watertown should be extended to Newton Corner.
- On an operational note, commuter rail and buses should have feeder buses with matching schedules.

**Susan Bregman, City of Boston Transportation Department:**

On behalf of Commissioner Richard A. Dimino, I thank you for this opportunity to participate in the development of a new Program for Mass Transportation for the Boston Metropolitan area. The City has been a strong advocate for mass transit and the need for regional land-use and transportation planning. \* See Chapter 4 Written Comments #89 & 91 for additional detail of these comments.

**Gretchen Ashton, Mass General Hospital:**

MGH is a major employer in the Boston area. Our main campus employs 11,302 people. A newly developed program at MGH is Commuter Services. The workers have varied work shifts from 12 hour shifts, rotating shifts and many which are outside of traditional commuting hours. Sixteen percent of our daytime workers have work schedules that fall outside of operating hours of commuter rail. We have conducted two surveys to understand the commuting needs of both our employees and patients. Fifty-one percent of our employees live within a 10 mile radius. Thirty percent live within a 10-20 mile radius and thirteen percent live between twenty to forty miles and six percent live beyond forty miles. Twenty seven percent live in the North or North Shore area. Fifty-six percent are full-time employees.

We support the comments made on improved service from the North Shore. Of our North Shore resident employees, thirty-two percent use the MBTA, and forty percent commute by car. Out of this forty percent, seventeen percent use some form of ride share. We have reach a saturation point, now what incentives can we as an employer offer to push these numbers higher? I talked with twenty six different department heads to get an idea of their concerns.

We suggest designating a diamond lane for High Occupancy Vehicles (HOV) from the Central Artery North to the MGH Campus. If we had this

HOV lane for shuttle service and emergency vehicles and buses we could improve traffic conditions. We are also concerned about when construction starts on the Central Artery. We would like to see grant money become available to us to assist us in development of an electronic message board which will be linked and displayed at our two main lobbies and garages.

We serve the general public and it is essential for us to remain up and running. We would like to have assistance on identifying park and ride lots within a ten mile radius of MGH. Many of our people say that because of their work hours they would like to have ride sharing but they do not know where to meet or where to leave their car. We would also like to stress that making Charles Street Station accessible is our absolute top priority. \* See Chapter 4 Written Comments #57 for additional detail of these comments.

**Maureen Flaherty, Inter-Institutional Transportation Management Association:**

We are composed of Boston City Hospital, Boston University Medical Center and University Hospital. The medical center is geographically remote from convenient rapid transit. The rapid transit line that formerly served this area was relocated and there has not been comparable service since. This leaves the workers, students and visitors without a convenient rapid transit service. There is a safety issue because our inner city location is in transition. Located in the neighborhood are homeless shelters, vacant lots and public housing. Public transportation must be frequent and visible.

The community is also facing roadway access issues with the reconstruction of the Central Artery project. The services provided at the hospital represent services of last resort for those citizens regardless of the ability to pay. We have the largest emergency room in the City of Boston. According to the commuter survey approximately seventy percent commute by automobile due to the lack of available transit services. We support a resolution to the Washington Street Replacement Service as soon as possible.

We feel the medical center should be viewed as an employment center and an activity hub and therefore a destination of transportation services as opposed to an area that is to be passed through. This should include direct service from the Back Bay and the Medical Area. We support the connection between North Station/South Station. We support a connection of South Station to the Medical Area. We also support better dedicated bus service to the Medical Area. \* See Chapter 4 Written Comments #92 for additional detail of these comments.



**Edward M. Reidy:**

I would like to make just a couple of remarks. How does the MBTA provide service if they don't know where their riders are going or how much they are paying? Therefore the ridership information should come earlier in the process. To increase ridership, the MBTA should provide service for where people are going and provide clean, reliable service.

There should be coordination between commuter rail and Amtrak with the subway. I have gotten on at State Street to go to Back Bay and because of the slow service on the subway, I missed the train at Back Bay. Next time I will take my car. Another thing is that conductors should have the printed schedules on them. This would help the elderly or those that are new to the system. If they could provide schedules it would help. It would decrease aggravation. People at my office complain that the escalator at Downtown Crossing never works. I get on at Back Bay and there is only one person selling tokens. The MBTA should have a vending machine so that people would not have to wait so long.

**Raymond Matthews:**

The MBTA needs to be more cost-effective. The new engines at Haverhill can not stay overnight. Now they have to go to Boston at the end of night. This does not make sense. The Lawrence station is not safe. The MBTA can not take care of what they already have. The roof at the train station was supposed to be fixed but now it has two holes in it. The "Budd Liners" were rebuilt in 1988 but now the MBTA says that they can not use them because they have outlived their useful life. We would rather have older equipment and better service.

In Lawrence we have to wait too long between commuter rail trains. We want more service. We have to walk too far back to the station because of the handicapped platform. It is an eight of a mile back to the main station.

Why do they need a second station in Bradford? The MBTA does not take care of the stuff they have. There needs to be a meeting to hear complaints.

**Mary Ann Abrams, Back Bay Association:**

The Back Bay Association has looked at the commuters in the buildings in our area. We have 25,000 employees among our members. We distributed 15,000 surveys and got back 6,258 responses from people who told

us how they get to work. Fifty-seven percent of our people use transit. Vanpools and carpools are 19% of the total. We got responses from 77 of the 100 zip codes areas in the 021-- area. One thing that we found was that the workers were not nine-to-fivers at all. Seventy-three percent of the respondents were at their desks by 8:00 a.m. Flex-time is offered by major employers and the small employers as well. We also looked at how people came to work by zip code. Back Bay is an 18 hour city. It has restaurants, shops, etc. We want you to keep this in mind when planning for our area's needs.

Steve Kaiser:

Two comments on process. Participation in this process is more important than just a matter of fairness and openness. It is also important to quality. If you have a closed process you could end up with a Scheme Z. There was enough public process to change Scheme Z. We need an open process. Sunshine Laws are needed to find turkeys. The PMT is a listing of capital projects. There is a danger in that the construction tail wags the operations dog at the MBTA. The MBTA exists for operations. Construction exists to assist operations. We have done a lot of construction and operations has suffered. When the slide show shows improvements since the 1980's, we should understand that this was a low point for the system. We should go back to the 1970's as a performance base.

There is so much potential in this system. The Red Line in 1926 ran trains every 90 seconds. We need all projects in the PMT to relate to operations or we will run the risk of the transit system becoming the equivalent of the military-industrial complex.

The North Station Commuter Parking Garage, why did the MBTA get in the business of providing parking in downtown? This is a classic example of how the MBTA has lost its way. We need levels of service for operations so that we know how the MBTA is running. A manager told me once that the T has given up on the Green Line.

The Roxbury Replacement service is an example of a class trap. There are gaps in Roxbury and Chelsea and Everett but there are lots of services out to the affluent suburbs. We must make it a top priority to fill in these gaps. The MBTA does not understand the energy losses in the system. The MBTA does not know where their energy is going, it is being stolen. The MBTA must do something about bus exhaust. We need to mandate that new MBTA buses have low level diesel exhaust.

On a philosophical level, Scheme Z was to open up the river connection as wide as possible. Now there are six existing through lanes of

traffic crossing the Charles River which are weaving lanes. Scheme Z had eighteen lanes of traffic. Now we are down to fourteen or twelve lanes of traffic crossing the Charles River. We must cut down on the lanes of traffic able to come into the City. We must put a priority on transit service. Why are there no plans to bring a transit connection to the Charlestown Navy Yard?

**Romin Koebel, JRTC, Hull:**

I would like to speak in support of marine transit for the town of Hull. The planning board has been working on a master plan. We are looking at a second ferry service from Nantasket pier. We think this is a good location for ferry transit. There is good potential for balanced ridership in the summer for commuters and tourists. In regards to land transit, we would like to see Red Line connecting service to Hull. The private bus does not operate on weekends. Right now everyone has to come by cars on the weekend. The MBTA should offer a monthly pass which would allow families to travel for free on weekends to these kind of summer places. Why can't a tourist buy a tourist pass to be able to go to Nantasket beach? There is the opportunity for major mixed use in Hull. In Hull, we have 12 1/2 acres available for urban renewal for residential, shops, recreational activities for year round tourist attractions.

**John Deacon, Sierra Club of Greater Boston, Transportation Chair**

The Sierra Club will submit more comments by December 1. The focus of this process is on commuter rail and park and ride. The process should consider the fact that most of the ridership of the MBTA is on the local service network, the bus network, and the Green Line, etc. The focus should be swung around so that the emphasis looks at those riders who cover a greater share of the cost of the ride than do commuter rail riders. This is not glamorous service, it is hard to make it run right, but it is very important. It does not make sense to spend money to convince someone to take the commuter rail from Newburyport while losing someone who takes the bus from Somerville into Cambridge.

We need to put the system back into balance. Pedestrianism needs to be addressed. The slide show stated that 7% of the people walk to work in Boston. We need to make Boston more friendly pedestrian place. The North Station/South Station connector should be built now, this is more important than the Central Artery Project. We could live with the elevated Central Artery for a few more years if we got the rail connection. The Sierra Club has been working with the Washington Street Corridor Coalition on

Replacement Service. Trackless trolleys are not sufficient for this replacement service.

Clark Frazier:

Why are the Mattapan line and the Ashmont line not coordinated? One runs at twelve minute intervals and the other at eleven minute intervals. There should be coordination between the two.

We need to beware of secular trends. The population will be remaining flat in Boston. Women entering the work force will wind down. Will there be more areas like Kendall and the Airport to emerge? We have no crossing service at these locations which means that the mode split will decrease because there is only one transit alternative to these sites. We should also keep in mind that this increase in ridership of the MBTA may have been caused by the cost of parking in Boston.

We need to have destinations of travel. We need to be concerned about creating destinations which have enough density to sustain transit. We should consider privatizing a North Station/South Station connector. You could have a private company build the connector and finance it by charging a \$2.00 fee for those who use the Central Artery and charge Amtrak and passengers \$2.00. If the facility was set up properly, it could pay for itself. The second case is the Blue Line. You should shave off the S curve on the Blue Line at Bowdoin to Charles and save almost 5 minutes off the ride.

The MBTA should be working towards improving fare collection technology. The goals should be cost containment and revenue enhancement. You need to create a better fare structure based on trip length and open more entrances to the stations. The way people have to pay on the Green Line leads to delays. Commuter rail needs to be not only a peak period facility but also a peak and non-peak facility. It needs regular service. The MBTA needs to have commuter buses which are dedicated to the schedules of the commuter rail so that the two are coordinated.

Transit must improve to stay even, and government will have to pay to provide choices as long as highways are immune to market forces. As long as money is put into suburban transit and to improve highway, transit in the city will have to be improved correspondingly. If not, people will move out of the city, which will make our transportation problems worse. Everyone will have to give up something in order to have the State Implementation Plan (SIP) work. Finally, I think the state should charge its employees for parking.

**Dina Weinstein, Student at Boston University:**

I am here to represent the students in the Boston area. Students do not keep nine to five hours. The MBTA ending service at 1:00 a.m. is ridiculous. Students in the Boston area rely on bicycles. Boston should have special lanes designated for bicycle use on heavily traveled roads like Amsterdam. I think that people should be able to take their bikes on the MBTA. Finally, I think that commuter rail schedules should be more readily available.



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## South Corridor Meeting: Stoughton November 4, 1991

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The meeting was introduced by Robert Sloane, Assistant Secretary of Transportation. He presented a slide show of the context of the Program for Mass Transportation (PMT), including the changing demographics of the region, and some of the planning issues to be discussed in preparing a revised PMT. Geoff Slater of the Central Transportation Planning Staff (CTPS) then discussed the schedule and outlined the process of preparing the PMT, including the Phase I efforts of soliciting public opinion which will conclude on December 31, 1991. Matt Coogan, program advisor to the PMT, discussed the preparation of the last PMT in 1976-78 and stated that the issues confronting present PMT planning are more difficult, in terms of available resources, federally-mandated regulations, and the necessary discipline to get a politically-acceptable PMT approved. Charles Steward, MBTA Assistant Director of Construction for Development, was present to answer questions relating to MBTA construction projects.

### COMMENTS FROM THE AUDIENCE

Roland Hebert, Southeastern Massachusetts Planning and Economic Development District (SERPEDD):

SERPEDD represents 27 cities and towns from Attleboro to Wareham and from Raynham to Middleborough and Taunton. Our Joint Transportation Planning Group (JTPG), a task force, has evaluated the commuter rail options for the region, as a part of evaluating the Old Colony proposals.

We have found that the proposal for the extension of the Stoughton line seems to ignore the proposed Old Colony improvements and its extensions. Both take credit for the same commuters. The Stoughton extension is a potential competitor with the Old Colony. Economic viability of what is built is a must. We worry about a \$3 million study for Stoughton. Will we be involved in scoping the study? We need more discipline in investment decisions. How much commuter rail can the area south of Boston support?

Our position statement calls for HOV lanes on the Southeast Expressway, to allow for commuter buses to downtown Boston, both as an alternative or as an addition to the Old Colony proposals.

We also suggest that a line from Middleborough to East Taunton might be built instead of the extension of the Stoughton line. The Old Colony lines should be double tracked to allow express trains to Boston. There should be an examination of options to the Stoughton line extension.

Paul Lambert, Canton:

I'm surprised that this proposal handed out by SERPEDD is without a scale of miles. How far is it between Stoughton and Abington? Is this meant to be in preference to the Old Colony line? Double tracks imply a premium service. What is the cost differential between a double track and a single track? Is it 1.5 times as much? Two times as much? Any contemplation of a double track between Taunton to Stoughton? Why do you need a double track if you assume that there will be centralized traffic control?

Pat Ciaramelli, Old Colony Planning Council (OCPC):

Our Joint Transportation Committee supports both the Old Colony Restoration Project and the Stoughton Extension to N. Easton. We think that it could almost be done on the existing schedule. \* See Chapter 4, Written Comment #8 for additional detail of these comments.

John Pobst, SERPEDD:

The existing express bus services should be considered in planning for rail. If the rail line is built, most of its passengers will come from express buses. If private buses were subsidized, it might make construction of some of the furthest sections of the rail extensions unnecessary.

Michael Muehe, Randolph:

If you advertise that all locations of these meetings are to be wheelchair accessible, you should work to assure that it is, in fact, the case.

The Americans with Disabilities Act includes all mass transit facilities and vehicles, and all state and local government agencies. I would like the PMT to be mindful of the ADA in both long and short range programs. We should include access for people with disabilities as an integral part of every stage of the planning process.



I drive from Randolph to Woburn to work. I would like a public transportation alternative. A circumferential transit line roughly parallel to 128 should be part of long-range planning.

Question: If we had maps to show the relative location of ridership in the corridor we might be able to demonstrate ridership potential. Demand data should be organized to show raw data of the origins and destinations. Priorities for improvements should be based on population and ridership.

Pat Ciaramelli, OCPC: We need a dedicated fund for MBTA expenditures and capital improvements. It should include methods of raising money to support the T.

Paul Lambert: Canton

If there is a drop-off in commuter rail patronage over the past few years, can you tell us why? Is it a function of parking charges? Why are we charging fees in the suburbs - just because it is paved?

Roland Hebert:

I noticed the proposal from the Federal Railroad Agency for electrification from New York to Boston. How will potential electrification affect the T? I would think that between South Attleborough to South Station, there would be electrification for AMTRAK. Would the T select electrification also?

Elizabeth Houghton:

The EIR discusses the possibility that within one year there could be a decision on electrification between New York and Boston. Will we reevaluate ridership to see if Boston to Canton can take new riders? Would we take away track? It might be better to have the commuter rail patrons off AMTRAK, i.e., as on Old Colony lines. We should be looking at the demands in station needs. We should look at fencing.

Mike Muehe:

Carpool lanes on highways should be used to reduce volumes at relatively low costs. Why do we not have them in the Boston area?

A bar code scanner system is in use elsewhere. It should be examined for its potential on the Pike, the tunnels and the bridge. It saves time, and benefits people with limited hand dexterity.

**Pat Ciaramelli, OCPC:**

There should be a North Station - South Station rail connection on the Congress Street/Post Office Square alignment.

I realize that it may take 3 years to complete the PMT study, but there should be short-range possibilities explored.

What is being done to prepare for the CA/T construction as compared to what was done for the Southeast Expressway reconstruction?

**Jack Hurley:**

I know that Secretary Taylor has established a privatization task force in transportation. You need to tell us how will it integrate with the PMT.

**Elizabeth Houghton:**

I'm disturbed that plans often come before the Boston Region Joint Regional Transportation Committee without proper research. Station Park, for instance, has a garage with 3000 cars. The plans have been recast to have all trucks use Greenlodge Street to get into the I-95/128 interchange, via a \$5,000,000 overpass, through a 270° turn.

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## South Shore Corridor Meeting: Quincy November 6, 1991

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The meeting was introduced by Robert Sloane, Assistant Secretary of Transportation. He presented a slide show of the context of the Program for Mass Transportation (PMT), including the changing demographics of the region, and some of the planning issues to be discussed in preparing a revised PMT. Geoff Slater of the Central Transportation Planning Staff (CTPS) then discussed the schedule and outlined the process of preparing the PMT, including the Phase I efforts of soliciting public opinion which will conclude on December 31, 1991. Matt Coogan, program advisor to the PMT, discussed the preparation of the last PMT in 1976-78 and stated that the issues confronting present PMT planning are more difficult, in terms of available resources, federally-mandated regulations, and the necessary discipline to get a politically-acceptable PMT approved. Charles Steward, MBTA Assistant Director of Construction for Development, was present to answer questions relating the MBTA Construction.

### COMMENTS FROM THE AUDIENCE

**Hon. Frank Hynes, State Representative from Marshfield:**

On the South Shore, we have rediscovered the boat as a major mode of transportation. It requires continued emphasis. We also discovered the railroad in 1840, and it became the principal means of transportation for 100 years. Now we have rediscovered it in the last 10 years. We need rail service to the South Shore; it remains the main gap in our transportation service.

The creation of the MBTA in 1964 was intended to provide a continuous regional transit system. It was also intended to reduce gridlock on the highways, and to abate air pollution. The railroads were about to go into deficit in 1964, and the MBTA was the substitute.

A citizen of Quincy 100 years ago would not have envisioned the car or the airplane, but would have recognized the need for commitments to the commuter rail and boat travel. Now we have a similar need for recognition, for the citizens of the 1990s and the 21st century, and particularly for the South Shore.

The Old Colony restoration is a valuable asset, and it will not get any cheaper if we postpone it. It is within our grasp. We are in a recession. We

don't want to postpone it or it will only get more costly. We need it to help restore jobs and boost the economy.

**Terry Fancher, South Shore Chamber of Commerce:**

There are two types of commuter on the South Shore: those who commute to Boston and those who commute from the South Shore to the South Shore. People here see a benefit from the Old Colony Restoration, because it helps get commuters from the South Shore into Boston. Then others will have less traffic congestion. Our buses focus on main arterials. A value judgment resulted in the development in the City of Quincy being tied to mass transit.

Now we need new alternatives. Transportation Management Organizations (TMOs) make it easier to get to office parks and for businesses to see the value of self-help. Tax credits will help. Instituting the idea of handing out debit card to assist in transferring between T buses and the boats would help.

We need improved service on the Red Line. The money spent on the CA/T project is vital to our long-term transportation needs. We need to widen Route 3. We need to add-a-lane to Route 128. We may have to pay more, but that's the reality. The debit card idea - for the T, the Boat, CARAVAN, express buses - all would use the same card. For the Old Colony, a station in Quincy would help. New commuters are using the improved Logan Express. 19% of the users of the Logan Express are from the South Shore. We also need to look at vertiports. We need to examine the uses of the median strip in Route 3. We need transit service to get people off the road, because that helps everyone.

The big challenges are from the Americans with Disabilities Act, and from the Clean Air Act Amendments of 1990. These mandates from the federal government make the work more difficult.

**Ed Bates, Metropolitan Area Planning Council:**

MAPC believes that the PMT process needs to relate transit service to concentration of development. As stated in METROPLAN 2000, the region should encourage concentrated development and reduce the growth in automobile travel. Concentrated development should encourage increased transit ridership and therefore an increase in transit services. *\*The slide show presentation is reproduced in Chapter 4, Written Comment #88.*

**Jim Watson, Hingham:**

The thinness of service in the outer parts of the system are a problem. We are chasing smaller populations, and it's much harder, because we get fewer dollars per each captured rider. We need a feeder service to the MBTA, and some way to give credit for feeder services to the MBTA.

We need better bus service between outlying areas, such as the connections to the Brockton Area Transit Service. One needs to take three buses between Hingham to Brockton. They run in some cases with closed doors, and in others with open doors. The T serves Brockton and the BAT serves Ashmont, but they are not coordinated.

Service to Hull is second or third class level. There is a high density of development there, a low income generally and a linear town and we can provide seasonal service only.

Station access at Quincy Square (there is an ENF underway) must be kept open; it's embarrassing. A walkway between the Blue and Red Lines in downtown is desirable, perhaps in front of the Woolworth's Store.

**Romin Koebel, Hull Town Planner:**

The Hull bus service can be characterized as several circumferential corridors connecting to line haul radials. I propose an integrated ferry, land transfer and transit system. From the Logan Express service you ought to be able to go the full length of Hull to Pemberton Point and Hull High School, with stops at Braintree Mall, Quincy, North Weymouth, North Hingham and North Cohasset. It would serve the workers in this corridor. People should be able to depend on public transit, but in Hull, it is erratic, with two hour gaps, and no Sunday service at all. On a summer Sunday, as many as 100,000 people come to Hull.

We should take the existing bus lines and merge them into one continuous line, without transfers at Hingham or Quincy Station. We should have service between Braintree and Hull every half hour, and between Hull and North Weymouth every 10 minutes. There should be evening hour service to Hull.

The debit card is a good idea. Service in Hull has three different fares involved, not counting the boats. There should be a timed transfer, based on enhanced transit reliability. On the land side, there should be no bus waits for the ferry. The bus should always come to the boat 1/2 later. The next intermodal interface would be Nantasket, then Hewitt's Cove, leading eventually to the Red Line at Quincy, and the Logan shuttle in Braintree.

This would not be very expensive, because it uses existing services. It would improve commuting service, promote a healthful environment, and be consistent with land use plans. It would aid the transportation disadvantaged.

**Jean Christensen, South Shore Coalition:**

I represent the planning staff for the South Shore Coalition, which is composed of 10 towns. Six years ago, we were formed over anxiety with the Southeast Expressway Reconstruction. We have a transportation focus. Our role in educating the public has worked well. In the Patriot Ledger score card into Boston, the T was consistent, at 22 minutes to Boston using a stop watch. It is cost-effective, time-effective but does not always preserve riders' dignity.

The first priority of the South Shore Coalition is the Old Colony Rail restoration, especially the Greenbush line, which penetrates areas not now well served.

Routes 228, 53, and 138 are east-west problems for us; I don't know whether they can be served by bus or other means of transit. Plymouth County has sponsored transportation work shops on plans for Route 44.

The South Shore Coalition favors widening Route 3, but prefers that it be divided into two parts: 1. widen from Route 53 north, where the breakdown lane is in use. If widened, we can keep the capacity the same as it is now. 2. South of 53, widening would add capacity, and change the choke-point of the highway.

The Coalition is concerned about parking. After commuter rush hours there is no space at the Red Line stations.

The gap between the costs of driving a car and the costs of taking the T are too narrow. We need to increase the gap. The Patriot Ledger race between cars, the T, the boat and the bus during the Southeast Express reconstruction demonstrated the differences between modes.

The Route 3A bridge between Scituate and Marshfield is a priority. It is reduced to one lane travel. I use this route and it has 14 traffic lights which are not coordinated. The bridge changes travel patterns and may detract some users from the commuter boat.

**Jeff Grant, Milton Handicapped Commission:**

The Americans with Disabilities Act will help get people into work places. There are problems which will remain: getting from home to the bus, and the snow and ice on sidewalks. Local ordinances are rarely enforced. We need to re-educate the public on the importance of clearing a four-foot wide path through the snow and at bus stops. Frequently, the bus can't get to the curb. Parking in the bus stops also impedes access.

**Edwin H. Tibbets, Chair, Cohasset Board of Selectmen:**

In actuarial terms, we look at the relative costs and benefits. I think we should encourage more flexibility in commuter alternatives. We need improvements in public transit. I received MBTA reports, and reviewed them with the T Advisory Board. They represent high cost systems. Including the debt on the capital costs, it is a ratio of 20%, with 80% paid by federal subsidy. A cap has been proposed.

We need alternative modes of transportation. We should make more use of high occupancy vehicles. The T system has 7,000 employees, at a cost per employee of \$55,000/year. The Plymouth and Brockton has a lower cost per employee. We need to emphasize more cost-effective approaches.

**Edward L. Wolfe, Hull Council on Aging:**

Elderly problems on the South Shore include transportation to the South Shore Hospital, to Quincy, etc. There is no public transportation in those directions. Every town notified the Red Cross can no longer help. Vehicles are worn out. The T should coordinate with towns to get better rides for handicapped and elderly people.

There is no paratransit interconnection between towns on the South Shore. It's important even though it's expensive. We can't ignore the problem; we're all going to become elderly.

**Chuck Langenhagen:**

The transportation infrastructure is important as a way to help get businesses to come to Massachusetts. The current problems are that the volume is great, with too many riders. There are temporary delays; we need quality first before expanding the lines. Quality leads to improved capacity to better deal with volume and parking problems.

We need vans between the T stations to, for example, Hingham High School. A sub-station in local areas could serve bike riders and wives who drop off riders in winter. To get money for this, we need to increase the volume of riders and the revenue. If we increase use, we improve the quality of life.

On Route 128, the long range plans should include mass transit along 128, to decrease pollution. We need van pools for companies in office parks to run between office parks and T stations, quickly and efficiently. The new lanes on 128 and Route 3 makes the drive easier, but does not encourage use of transit.

We should use passes to get into the city in a car. Make it expensive and harder to do, like has been done in Singapore. We might try some of the techniques used in LA, where they have a stock exchange for air pollution emissions. Companies can buy emission permissions, and conservation commissions also can buy them. Much of this work gets more difficult over time. We should do it now.

**Martha Gjestebj, Cohasset Selectman, member of the Joint Regional Transportation Committee, the Executive Committee of the Metropolitan Area Planning Council, and Vice-Chair of the South Shore Coalition:**

The South Shore is united about the Old Colony Restoration - all 10 towns except Hingham. The economic issues of the Old Colony are primary to us. There is a potential problem in that we are diverse, and there are few places where people can be collected to go further by rail. The South Shore began to have density of population but lost out when the Old Colony lines were abandoned in 1960.

I am against the use of the Route 3 breakdown lane. We should try to encourage more people onto commuter rail, buses, and the T.

**Bill Riley, MBTA employee:**

I wanted to address an issue of funding, of revenue. I've worked for the MBTA for a number of years. We just had 849 people leave the T, retiring on generous terms. I want to talk about revenue. General Manager Glynn said, in 1989 or 90, that less than 1% of the fares of the T are not being collected. I think that there is more loss of revenue than the T says there is.

I have driven buses, streetcars and trains, from Ashmont to the Blue Line and the fact is that on the other side of that bridge there is subsidized, socialized transportation where people of Braintree, the people of Quincy and



the people of the South Shore, they pay more than their share. I can show you hour after hour of tapes of people entering the system in Roxbury and Dorchester, South Boston and Malden and Dedham; people are not paying their fares.

And on the turnpike where the fare is collected, people who make \$1,000/day aren't paying their fares. We're not collecting fares. By the MBTA's own estimates last year they lost \$700,000 last year. The pass machines aren't working. I have a pass but it doesn't work. I use a Blue Cross/ Blue Shield card and there are people who don't know me and I ride constantly and I get on and I put it right on the farebox.

And our drivers shouldn't be responsible for the fare. It's asking too much to ask a woman who is 4 foot 5 and 90 pounds to tell people all the time, day after day, you have to pay your fare. The MBTA has to address this issue.

I've been to other places and there are better ways. I second what the man from the South Shore Chamber of Commerce said about the idea of a debit card. It's not a bad idea, everyone pays their fair share.

Then when commuter rail comes, the people on the South Shore, those people aren't going to be asked to pick-up the tab for to pay for socialized transportation. That's all I have to say at this point.

**William Reed, Braintree resident:**

Twenty-five years ago, John Mahoney told me why we need the MBTA: We were to consolidate and get rid of the old MTA, get rid of the deficit, and expand to get more riders and fares and make the system pay. We have lost sight of the deficit. We need comparisons of the deficit.

On the South Shore, we should have a study. We are spending \$100,000,000 to connect Boston to Brockton, but we should be comparing it to the cost of extending the Red Line. Electrification should be considered. If we are cost-conscious, we would review the present commuter rail lines, where the subsidy is \$7 per round trip. My calculations indicate that it will be from \$12-14 on the South Shore. We need to compare between alternatives - commuter rail vs. rapid transit and other alternatives.

Ridership projections for the Old Colony indicate that 63% of the riders will be in the Route 3 corridor. To better serve these people we should have a station on Route 3, one on Route 24 in Avon (the old drive-in, perhaps), and a station at Derby Street in Hingham. These stations would get people all day, and be within a few miles of the bulk of the corridor ridership. More frequent

service could be provided on Red Line stations - every 20 minutes, not every 2 hours, as proposed on Old Colony.

**James Peck, Inventor:**

I have developed a new system, called the Pulsed Expressed Numerical Distribution (PEND). I have been told by Dick Doyle of UMTA that developing it may take between \$15-20,000 in the initial phases. It is a new theory that applies well to community transportation. I have hopes of developing it further, and licensing it to others. It should consolidate several markets. It should help disabled people, seniors (a category growing by 2% each year), transportation disadvantaged people, one-car families and places without parking.

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## North Corridor Meeting: Malden November 7, 1991

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The meeting was introduced by Robert Sloane, Assistant Secretary of Transportation. He presented a slide show of the context of the Program for Mass Transportation (PMT), including the changing demographics of the region, and some of the planning issues to be discussed in preparing a revised PMT. Geoff Slater of the Central Transportation Planning Staff (CTPS) then discussed the schedule and outlined the process of preparing the PMT, including the Phase I efforts of soliciting public opinion which will conclude on December 31, 1991. Matt Coogan, program advisor to the PMT, discussed the preparation of the last PMT in 1976-78 and stated that the issues confronting present PMT planning are more difficult, in terms of available resources, federally-mandated regulations, and the necessary discipline to get a politically-acceptable PMT approved. Peter Calcaterra was present to answer questions relating to MBTA Construction.

### COMMENTS FROM THE AUDIENCE

Cindy Duncan, North Suburban Chamber of Commerce:

The North Suburban Chamber of Commerce represents 13 communities. We are presently working to establish a TMA. The Chamber is heavily involved in working to get the Industriplex interchange on I-93, and the widening of the Middlesex Turnpike. The "Rizzo Study" commissioned by the Chamber showed the top 10 critical needs of our area, including the Routes 128 and 93 interchange and the Routes 128 and 3 interchange.

There are approximately 100 TMAs in the country, with 13 in various stages of development in Massachusetts. They will be effective and help solve transportation problems on an area-wide basis. A TMA can help reduce the need for roadway improvements.

What is a TMA?

1. It is a proactive organization made up of representatives from both public and private sectors.
2. All parties to a TMA - local and state government, employers, developers, property owners - work together to:
  - establish policies, programs and services to address local transportation needs.

- solve transportation problems.

TMA's are flexible and can be organized in many ways to meet goals and budget of the organization. There are membership benefits for both the public and private sectors. A TMA can help give a positive image of a firm, and help developers with 310 CMR 7.16.

TMA's can help educate people to transportation problems. Nationally, we are too attached to our cars. Americans lose 2-3% of all fuel in congestion. Commuter delays are projected to cost \$29-43 billion by the year 2000. Americans represent five percent of the world population with 35% of the vehicles and 50% of the VMT (vehicle miles travelled).

**Ed Bates, Metropolitan Area Planning Council:**

MAPC believes that the PMT process needs to relate transit service to concentration of development. As stated in METROPLAN 2000, the region should encourage concentrated development and reduce the growth in automobile travel. Concentrated development should encourage increased transit ridership and therefore an increase in transit services. *\* The slide show presentation is reproduced in Chapter 4, Written Comment #88.*

**Barry Steinberg, Quincy:**

I am a regular MBTA rider. From the point of view of people who want to go from suburban point to point, or from subpoint to subpoint, such as from Quincy to Plymouth, or Weymouth to Marshfield, they simply do not attempt to do it, because they have to go through Boston.

A suggestion on commuter service for the South Shore:

1. An Old Colony rail station stop at the Quincy Center Station
2. Connect private bus services to permit routes between, say, Fall River and Plymouth, with suburban stops for buses.
3. The Blue Line should be extended on both ends, to Lynn, which is a major transit center, and to the Red Line, being certain to allow further extension to some point that may require service in the future.
4. Low budget - experimental bus service: Randolph - Canton was dropped because no one knew it was there. It needs publicity about where and when services are offered. Most important for bus users: plenty of publicity in local papers - Dedham, radio stations, and signs, posters, signs on poles where the route goes.
5. Interconnections. Service in Hull, for example, requires a school bus to the end of the T bus route, the T to Quincy, and rapid transit to Boston. This does not encourage use. We have overlapping services which are wasteful: Quincy or Brockton to Boston, The T runs service from Avon to

Boston, BAT runs service from Brockton to Boston. Service between Quincy and Brockton, has a connection at the Brockton line, not coordinated.

6. Fare boxes should take dollar bills. It will help people who don't ride often.

**Don Lauzon, Brotherhood of Locomotive Engineers:**

Thanks for having this program. I'm with the Brotherhood of Locomotive Engineers. I'd like to make several points.

1. There should be a feasibility study of rail service similar to the Readville shuttle between Everett Junction and Clifftondale.
2. There should be a feasibility study of rail service on a new commuter line, connecting Topsfield, Danvers, Lynnfield, and Wakefield.
3. The MBTA Orange Line should yield its third track from just south of Malden Center. It is not using it often.
4. Rosemont, a proposed station, should have trains run express, with one stop in Malden. Local trains could then leave 5 minutes later from Reading.
5. Negotiations should be renewed with Salem New Hampshire. Service on the M & L branch from Lawrence could solve congestion on Routes 3 and 93. This could provide an alternative station stop for the Haverhill line.
6. Portland, Me. via the Eastern Route.
  - a. The Guilford company wants to run the service to Maine. They may bilk the public.
  - b. The Eastern route has not fully tapped its potential
  - c. An alternative airport site may be Pease International Airport. Electrified service would serve it well via Eastern Route and we may finally get a workable evacuation plan for Seabrook.
  - d. We should lobby the legislature for funding from the income tax or from the highway users tax to help fund transit.

**Bob Hanwell: Conductor, AMTRAK:**

I have a question regarding the fare increase, and the surcharge which is \$1 off peak and \$2 on peak. Charging it on board the train upsets people. If there are user fees, they should be collected by a ticket agent, not on-board, which costs more and is not user-friendly. It's not to save work; selling fares is the smallest part of my job.

**Bob Matusik, Malden resident:**

I am a user of transportation resources, and have accommodated my life style to public transit by developing special resources.

I have a plan for a downtown Green Line Loop. The section of the Green Line between Park and Copley stations is the limiting element. Bottlenecks during peak 45 minute period occur here. When bad weather occurs, more people are on the line, and the situation is worse.

A third or fourth track is prohibitively expensive. We need to speed up trolley trains through this busy area. The trains are delayed until the first one goes by. No train should remain in the station more than 60 seconds. Some take 4 minutes in one station. Local and through riders must sort at each stop. The trains should be either all local passengers or all through passengers.

With my loop service, using 200 feet of single trackage, with easements under the Prudential Center, I think we can solve the problem. Two or three additional trains would be needed. On the loop, local riders will wait because there will be space. Through services will have a gain and shorter station stops.

**Teresa Hicks, commuter**

I appreciate the system, which I compare to Philadelphia which is primitive and expensive by comparison. I no longer have a car, and live in Malden, work in Wakefield. I ask you please do not cut the bus service to Wakefield.

I can't buy a bus pass in Malden. I need to travel into Boston to do it.

Also we need a bus between Malden and Alewife. Now we must go through Boston.

**Eleanor O'Connell, Town of Burlington:**

I work with Cindy Duncan of the North Suburban Chamber. I just wanted you to realize that Burlington has a night-time population of 23,000, which grows by day to 98,000. Our fourth year of operations is coming up. We have 600 riders/month more than we had last year. With Cindy, I am working to help people get to work in Burlington. We also are working to get transportation from Mishawum commuter rail line station; 4 miles to Burlington.

**Elaine Dratch, Director of Share-a-Ride:**

Share-a-Ride now provides 2,000 rides per year for elderly people and 120,000 rides per year for elderly disabled and mentally retarded people in the north and northwest corridors.

I have been to so many meetings where there is no mention made of paratransit service for elderly or disabled people. We need to create awareness of services and give information to those that want it.

Our boundaries do not cover all of the needs. Our east boundary is Wilmington, Woburn and Winchester. Not covered is Stoneham and surroundings.

CARAVAN does not include disabled or people in wheel chairs. In the effort to de-institutionalize mentally retarded people, many now work in hotels, supermarkets, restaurants and businesses. Vanpools could help eliminate the number of cars transporting these people to work.

There are specific barriers to cross-zone trips. Transfers are required for short distances. Transfers, for example, can be arranged at Alewife, but both vehicles must wait until the transfer is completed. It seems bureaucratic.

Throughout the region, signage is poor. At least 5% of drivers don't know where to turn because of bad directions. Getting here is an example.

There should be an airport express from Alewife.

There might be a heliport to connect to high speed rail between Boston and New York. This could not only eliminate airport traffic, but also eliminate commuter traffic.

**James Peck, Inventor:**

I have developed a new system, called the Pulsed Expressed Numerical Distribution (PEND). I have been told by Dick Doyle of UMTA that developing it may take between \$15-20,000 in the initial phases. It is a new theory that applies well to community transportation. I have hopes of developing it further, and licensing it to others. It should consolidate several markets. It should help disabled people, seniors (a category growing by 2% each year), transportation disadvantaged people, one-car families and places without parking.

**Richard A. Cucciara:**

Thank you for having this meeting. I want to talk about intermodal services, between buses, rail and autos. Example where transportation works very well: from New York to Lynn, via Amtrak, Red Line, Orange Line and Commuter Rail, and also the service between Orient Heights and Winthrop.

I don't think you should extend the Blue Line to Lynn, because commuter rail works very well. But a Blue Line extension which parallels Squire Road, would serve the shopping center and then connect to commuter rail where the marsh area has been filled. You could use the shopping center parking and the cinemas at Cutler Circle for parking as well. A drop-off point should be established to pick up the trains there. The I-95 sand pile in the marsh could be a connecting link behind Northgate Shopping Center, cross Route 107 and merge back into 1A. Back up around St. Anthony's and on Route 1A, then back up to Point of Pines and to Bell Circle. This route would be a good border for the marsh, and would skirt it closely between the edge with the Blue Line.

Bell Circle doesn't work right. Every few hundred yards in Revere we have traffic lights and we can't keep the traffic moving. On C-1 the old hospital grounds near Sargent Street is a large vacant lot across from the cemetery. With off-ramps from C-1 heading into Boston and an on-ramp to C-1 from Sargent Street, you could avoid people being forced into Linden Square. It would also serve north Chelsea and Everett.

You should alleviate traffic going through congested areas. Use the Saugus Branch Line - the new Yellow line - right-of-way from Cliftondale - Linden Square into Malden. This would be a circular link around Boston to connect the spokes leading into the city. A Blue-Line to Orange Line link would result with a connection near Wellington Circle. We could also connect Winthrop to Everett, but it can't be done now.

Mass Bay Transportation Authority - we should put more "bay" in it. We should use more water transportation, for example, between Hull and Nahant. Boats should go into and between these points and Boston. We might use hovercraft as in England and France, with the difficulty of the debris in the water. Use one end of the airport to come up on, and the causeway at Nahant. A hovercraft could go over Deer Island at Shirley Gut.

We need tighter control over the impact of shopping centers and their implications for surrounding infrastructure. Developments with cul-de-sacs force all traffic onto certain roads and congest them. We need more planning for traffic impacts.



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## Northwest Corridor Meeting: Waltham November 12, 1991

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The meeting was introduced by Robert Sloane, Assistant Secretary of Transportation. He presented a slide show of the context of the Program for Mass Transportation (PMT), including the changing demographics of the region, and some of the planning issues to be discussed in preparing a revised PMT. Geoff Slater of the Central Transportation Planning Staff (CTPS) then discussed the schedule and outlined the process of preparing the PMT, including the Phase I efforts of soliciting public opinion which will conclude on December 31, 1991. Matt Coogan, program advisor to the PMT, discussed the preparation of the last PMT in 1976-78 and stated that the issues confronting present PMT planning are more difficult, in terms of available resources, federally-mandated regulations, and the necessary discipline to get a politically-acceptable PMT approved. Charles Steward, MBTA Assistant Director of Construction for Development, was present to answer questions regarding MBTA construction projects.

### COMMENTS FROM THE AUDIENCE

**Ann Codner, Waltham business person:**

When the planning is undertaken, it is important to think about all factors, not just those of getting people from home to work. Speed - getting people there quickly - may not be as important as other things. We need to think about economic impact. Especially we need to emphasize older downtown centers. People can walk to these centers.

**Norm Faramelli, representing the Association for Public Transportation (APT):**

APT applauds the effort you are undertaking. We believe that public transportation should be accessible, reliable, cost-effective, and environmentally sensitive. The Clean Air Act Amendments of 1990 will require improvements. This is not just rail transportation but all public vehicles.

APT has several specific concerns:

1. In the development of a capital plan, there must be provision for the maintenance of reliable service, and for maintaining the equipment in good condition. The service must be kept in a reliable condition.

2. In sparsely populated areas, the costs of mobility may be very high. Funding of new improvements must be taken seriously. If service is to be maintained at a reliable level and simultaneously expanded, there must be an adequate source of funding. The funding should not be a political football.

3. The public needs to realize the implications of adequate funding. In providing for new improvements, fare increases are of limited use. Up to a point, increases help, but then become counterproductive thereafter, with a potentially drastic loss in ridership. It is possible to lose so many riders that it can make the situation worse.

James Peck, Inventor:

I have developed a new system, called the Pulsed Expressed Numerical Distribution (PEND). I have been told by Dick Doyle of UMTA that developing it may take between \$15-20,000 in the initial phases. It is a new theory that applies well to community transportation. I have hopes of developing it further, and licensing it to others. It should consolidate several markets. It should help disabled people, seniors (a category growing by 2% each year), transportation disadvantaged people, one-car families and places without parking.

It involves low capital, because it is merely the use of software. It is like various notes based on a musical chord - A, C and E. It can be used for ridesharing, helping CARAVAN, as a feeder to the T, in public/private undertakings, with less pollution. I hope to make the point about public/private partnerships as a way of throwing a net over the entire region and drawing people closer.

I want to create interest across the country. I'm not in it only for the money. I think that it will help in international competition, with the Common Market, eastern Europe, and Japan. I would be glad to talk with any of you or your group about my idea.

Joan McGrath:

I use the commuter rail to get to work. In the last 3 years, service has improved a great deal. However, I would like to say the following:

1. To get to my commuter rail station at Waverley, there is no bus access I can take to get there via Trapelo Road.
2. There is no parking at Waverly Station, if I have to drive there. Unfortunately there is no station closer to my home that I can take. I also need a schedule for Waverly rail service.

John Allen, Boston Area Bicycle Coalition, and member of the PMT Advisory Committee:

First, I would like to say what a good job the Demographics of Commuting slide show is, and the work on the jobs-housing imbalance. However, circumferential transit was absent in large measure from the presentation and in the organization of the transportation town meetings into radial corridors. So is land use planning.

Secondly, the slide show makes mention of extending the Red Line service to Lexington. The Minuteman Bike Path ground breaking is to take place shortly, and the plan should not demolish the bike path. Perhaps there are other routes; underground would be best.

Third, for bike riders, the MBTA has been pretty good at installing the bike racks. There need to be bike racks at T stations of the "ribbon rack" design. With the dish drainer racks, the rest of the bike cannot be locked. Bike lockers would be better, providing all day security.

Finally, I would like to see the Bikes on the T program expanded.

Andrew Mazzella, commuter:

I also noted that the circumferential service was missing from the presentation. There is a local circumferential problem; we can't get from Waltham to Lexington or Watertown to Belmont or Belmont to Newton; we need more bus routes. The challenge is whether there is enough density to support transit.

Carole Sonduck, Lexington:

I applaud the effort you are undertaking with the revision to the PMT. I would like to say two things.

1. Society is not too supportive of bikes, pedestrians or transit. The private motor car is the American's first love. We need to be aware of the need to provide balanced transportation.

2. In the meeting tonight, there is a need to note that careful consideration must be taken of the amount of money for repaying bonds and for service. The dollar returns on certain programs, such as TMAs (Transportation Management Associations) may be more effective than capital expenditures. Targeting certain improvements and services may be most effective. The Station Park rail stop at Route 128, is an example of a proposed transportation center service requiring a substantial capital investment that may not pay.
3. Fare increases may enhance revenue, but they should be timed politically over a projected schedule of increases. In the context of a larger plan, fare increases can be made understandable.
4. For circumferential transit services, we should make an initial target of improving efficiency in existing services. Some smaller routes should be connected. The LEXPRESS local bus commuter to Burlington, for example, cannot complete the trip across town lines. The MBTA could help facilitate that by working with local communities. LEXPRESS service to Alewife as a transfer point would help. Using existing resources, it would not cost a lot of money, but it's difficult for one town to do by itself.
5. The PMT should be connected with the Administration's effort on privatization. Capital projects such as the Old Colony Rail Restoration possibly might benefit.

Ernest Lowenstein, private citizen:

When will we get a two-hour train to New York?

The PMT provides a full employment project for CTPS and for private contractors. The MBTA is a budget buster. If the budget is going to be squeezed and reduced, there should be no capital projects, if we have no money to run what we build, let alone build it. If you can't raise taxes to pay for improvements, you should raise the number of constituents for transit. Stop making a secret of the service you provide. There is a total pushing away from public information. For example, service in Newton Corner is provided by 7 bus routes, 2 of which provide express service to Boston. But a stranger couldn't find it. The T has no signs big enough to be seen, or to tell what runs or where it runs. It would be extremely cheap to remedy: No big garish signs are needed. There are other such hubs in the region. The T should have a plan for public information for all including present riders. This would be extremely cheap compared to capital improvements that you are thinking about. The MBTA should be enjoined from making further

capital improvements until they produce a plan to make the system work better.

The system should be run in a way that attracts rides. The Green Line should be as fast as the express buses. In-bound is abominable. The Green Line and the system doesn't run well because people who run the system don't ride it. I suggest that for 5 years, the MBTA should prohibit all its employees from using their cars. People who run the system should ride the system and suffer its indignities. Then, service would improve.

**Bob Bowyer, Director of the Planning Department, Town of Lexington:**

Lexington has 18,000 employees. With Waltham, Burlington and Bedford, the area is quite a significant employment center. There should be some service to connect from the radial lines to the high trip-generating centers.

Research is frustrated by the wait for the 10 year U.S. census. We should try an ongoing process of asking each person with a driver's license where they go to work. This could be done on a sample basis or as a complete count of all drivers in the state.

We might try a regional gas tax surcharge, so that different regions would have increments, not to replace current state funding, but for capital funding and to give more support for local transportation services. For Lexington, it could connect outside of Lexington to nearby T centers, employment centers and to Burlington Mall.

The MAPC has developed a trip reduction ordinance. This might be a prototype for use in our communities.

**Bob Stanton, Waltham:**

I don't think information about transit is well distributed. Information about bus routes might be distributed through Waltham quarterly tax bills, to distribute the information on a regular basis. Friendliness could improve.

High speed may not be what is needed. 55 MPH is good. We all can't go so fast. Driving through Waltham quicker does not mean that the economic life of the city is healthier.

Dan Fortier, MAPC:

MAPC believes that the PMT process needs to relate transit service to concentration of development. As stated in METROPLAN 2000, the region should encourage concentrated development and reduce the growth in automobile travel. Concentrated development should encourage increased transit ridership and therefore an increase in transit services. \* *The slide show presentation is reproduced in Chapter 4, Written Comment #88.*

John Allen:

There is an interesting feature of the federal income tax. There is a deduction for moving expenses if the distance is more than 35 miles, but the deduction is not allowed for shorter distances. This is a serious disincentive to moving shorter distances.

John Patrick Burke, Lincoln:

In former times, there were two ways to go to Boston from this area. It seems strange that 50-60 years ago things were better and it now takes longer. Light rail might do the job as well, in some places.

Boston was a great seaport; I'm an old naval officer. My dad took the '20th Century Limited to Chicago in 23 hours. We need a little better system - a total force system, like in the Persian Gulf.

A methodology is needed to improve the system for freight needs. Look at our port, it needs to be improved.

We should make it possible for elderly to get around easily.

Trains, if they allowed bikes, could let a bike rider go anywhere.

What we need is common sense for the Commonwealth.

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## Southwest Corridor Meeting: Norwood November 14, 1991

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The meeting was introduced by Robert Sloane, Assistant Secretary of Transportation. He presented a slide show of the context of the Program for Mass Transportation (PMT), including the changing demographics of the region, and some of the planning issues to be discussed in preparing a revised PMT. Geoff Slater of the Central Transportation Planning Staff (CTPS) then discussed the schedule and outlined the process of preparing the PMT, including the Phase I efforts of soliciting public opinion which will conclude on December 31, 1991. Matt Coogan, program advisor to the PMT, discussed the preparation of the last PMT in 1976-78 and stated that current issues confronting present PMT planning are more difficult than in the 1970s, in terms of available resources, federally-mandated regulations, and the necessary discipline to get a politically-acceptable PMT approved. Charles Steward, MBTA Assistant Director of Construction for Development, was present to answer questions regarding MBTA construction projects.

### COMMENTS FROM THE AUDIENCE

Hollis Cotton, Project Director, Massachusetts Coalition of Citizens with Disabilities (MCCD):

Both Mr. Sloane and Mr. Coogan mentioned the Americans with Disabilities Act. The MCCD is working to encourage travel on over-the-road, lift-equipped buses that travel on intercity routes. MCCD helps schedule rides for people with disabilities to go anywhere bus routes can accommodate them. It is an important, trailblazing effort with statewide and national implications.

Massachusetts is unique. It is the first state with a supportive program, for inter-city travel, including lift-equipped buses of this type. MCCD is spreading the word that there are 9 bus companies in Massachusetts using this equipment.

MCCD has a three-pronged media outreach program: brochures, the new media such as the Boston Globe and public service announcements, which we have ready. There is also a toll-free information hot line: 1-800-TRY-MCCD.

**Dan Fortier, MAPC:**

MAPC believes that the PMT process needs to relate transit service to concentration of development. As stated in METROPLAN 2000, the region should encourage concentrated development and reduce the growth in automobile travel. Concentrated development should encourage increased transit ridership and therefore an increase in transit services. \* *The slide show presentation is reproduced in Chapter 4, Written Comment #88.*

**Menno Koenig, Millis resident:**

I would like to see the MBTA reinstate rail service between Millis and Boston. The right-of-way and rail are still in shape, being used for freight. The MBTA did a study of extending service to Bellingham via this line, but the track beyond Millis to Bellingham is not in place.

The reinstated rail service to Millis should go to Route 109. It would relived traffic congestion for residents of Medfield, Dover and Wellesley. It would relieve congestion on the western and southern branches of the rail system. Secretary Taylor said in Framingham that we might be able to shortcut the planning process and go to work on it right now. Four years for planning is too long. The problem is that it must be possible to short-cut it. To wait another number of years is very difficult. The farebox recovery on this route is higher than other routes: on others the MBTA gets 25-29 cents/rider. On this line it would get 31 cents on each dollar, according to a study by the Sverdrup Corporation.

**David Mann, Neponset Valley Chamber of Commerce.**

Our chamber represents Dedham, Westwood, Canton, Sharon, Walpole and Norwood. The projects we feel should be expedited are:

1. The Route 128 rail station: we would like as many parking spaces located there as possible.
2. High speed rail to New York: for proper connections from the New York service, we may need to extend the Orange Line south to Route 128.
3. The North Station-South Station Connector
4. At Route 128 Station, the plan our chamber gave to the MBTA, which would rebuild the Greenlodge Street Bridge, and improve traffic from Blue Hill River Road and eliminate direct egress onto Route 128.
5. During this time of business slack, people are taking jobs in places where they didn't plan to work. This means longer trips for some. We should add to the existing service. We get telephone calls, people are moving in and heard of good rail service. It is an asset to this area. Reliability is more important than new construction.



Issues and priorities which should be attended to:

- Improved access to Logan, including from downtown to Logan
- Faster rail service to New York
- Circumferential transit improvement on Rtes 495, 27, and 128 to, for example, improve service to shopping such as in MetroWest.

Ed Stickney:

I travel between Norwood and Cambridge. Bikes are my preference and the mode needs more attention. For example, at commuter rail or bus stations we need safer places to park bikes. My bike was vandalized at Norwood Station. I appreciate the Bikes on the T program, which should be expanded, since it's not currently designed for commuting. We need to get more cars off the road.

Kyle McKinney, Lena Park Community Development Corporation,  
Dorchester:

I want to bring attention to the Boston State Hospital property, which is 200 acres of surplus state property. It will be disposed of, and provide a site for new office, commercial, industrial and housing development. It needs improved transit to serve people and to improve its development potential. It is one of the largest tracts of undeveloped land in the region.

A specific suggestion is to connect from Forest Hills Station out to the site down Route 203, about 1/2 mile. This could be a shuttle service, such as a trackless trolley along the edge of Franklin Park, or perhaps a spur from Forest Hills Station.

We also need improved access to the Expressway, via Gallivan Boulevard/Morton Street. Specific intersections that need attention are Morton at Norfolk, and Morton at Blue Hill Avenue.

I am concerned as a resident of Forest Hills. I work there. The site will be a major development for the city and state. It should be well-served by transit. This development might be a candidate for a Transportation Management Organization.

John Haroutunian - Northeastern University student, approached us after the meeting to suggest a Blue Line extension to the Airport, and to push for the connection between the Blue and Red Lines.

**Sharon Wasson, Walpole commuter:**

I live in Walpole and can get to Boston easily. I travel between my two jobs at Natick Center and Dover Center, and the trip by transit could take over an hour and a half. All transit improvements are oriented toward Boston, and we don't serve industrial parks, or the 495 area. We should consider ways around and not always into the center of town.

**John Pobst: SERPEDD (Southeastern Massachusetts Regional Planning and Economic Development District):**

We serve 27 cities and towns in Southeast Mass. In this corridor, it includes Plainville, North Attleborough, Attleborough, Mansfield and Norton. I want to review the concerns of the towns in the SERPEDD district: I did a little study today by visiting three of the commuter rail stations in this part of the district, and found:

- The parking lot at the South Attleborough commuter rail station is full.
- At the Attleborough Center rail station, space is available - 200-300 spaces are available on two lots;
- Mansfield is all full, needs additional parking

I would like to ask how the parking lots relate to the capacity of the trains? How does the number of passengers accommodated on the Shore Line commuter rail trains relate to the parking spaces?

We have a problem of institutional relationships on the border between Mass. and Rhode Island. GATRA (Greater Attleborough and Taunton Regional Transit Authority) services stop at the state line. Rhode Island Public Transit Authority services also stop at the state line. They can't come to the same bus stops. Going from Attleborough to Providence is difficult. Trains are not convenient.

The 1980 journey-to-work data show that we have more employed in Rhode Island than in Boston. There is a watershed somewhere for these employees. We need commuter bus service between Attleborough and Providence, but to do it we need an agreement between institutions.

**Domenic D'Eramo, Millis resident:**

In the 1970's, I used to ride the bus to Forest Hills and transfer to the Orange Line. Now I can take the train and if I have to, come home at 11:30 at night. These improvements should be retained and continued.

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## Additional Public Comments



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## 4. Additional Public Comments

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This chapter contains the public comments received in writing during the public participation phase. Some of the written comments are filled out questionnaires, others are informal letters, while others are more formal proposals. The comments are numbered sequentially in the order they were received.



①

11/6/91

Re: Handicapped Accessibility

As an occupational therapist,  
who works with the  
elderly & physically disabled,  
I would be willing to  
provide information or do  
research in this area,  
relating to transportation

My address and phone # are

Kareen DeVertie

150 Bromfield St, Apt 2

Quincy, MA 02170

(617) 328-1846.

Please let me know if I  
can be of service.

Sincerely,

Kareen DeVertie

OTR/C

## Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
 • By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? *Quincy*  
 What town do you work or go to school in? *Unemployed*  
 What other locations do you frequently travel to? *Boston*

2. What means of transportation do you use to commute to work or school? *CAR*

- \* 3. Are there alternative means of transportation available for these trips? What are they?  
 Comments?

- \* 4. What could be done to improve **your** commute? (by either highway or transit)  
 Low-cost improvements

Major capital investments *Re-establish train service from Weymouth to Boston*

New ways to travel *Have safe & specific bikeways throughout S.S. More available bike parking. Encourage employers to promote bike commuting.*

5. What could be done to improve transit service to Boston?  
 Low-cost improvements *Have park & ride lots for service to Boston. Have employers pay for parking on commuter lots rather than providing parking downtown.*  
 Major capital investments *Safe & specific bikeways connecting South Shore & Boston. Have a safe bike & walkway over Neponset River Bridge. Quincy ↔ Boston boat service?*

6. What could be done to improve transit service in the suburbs?  
 Low-cost improvements *Have buses run more often and provide more detailed schedules with more & specific times & stops. Maybe smaller buses running more often.*  
 Major capital investments  
 \* *Overall investment in public transport & non-auto use. This is safer, less pollution & traffic & more economical in the long run.*

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
 Commuting in a New Century, Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968



(3)

Comment # 3

# Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? Ashland  
What town do you work or go to school in? Boston  
What other locations do you frequently travel to?
2. What means of transportation do you use to commute to work or school? Train, or bus
3. Are there alternative means of transportation available for these trips? What are they? Bus - car pool - train  
Comments? Thinking of carpooling because parking costs + increase fares
4. What could be done to improve **your** commute? (by either highway or transit)  
Low-cost improvements

Major capital investments

New ways to travel

Saturday Service

5. What could be done to improve transit service to Boston? Keep Trains clean - Low-cost improvements  
Sad - even the new double decker - Trolley have writing all over them - cigarettes in flocks - filthy - where are the cleaning people -  
Major capital investments
6. What could be done to improve transit service in the suburbs? Eliminate one Low-cost improvements  
in two stops - Wellesley + Newton areas - more people working in trains - more doors open  
Major capital investments

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
Commuting in a New Century, Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968

(4)

# Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? NEEDHAM What town do you work or go to school in? WALTHAM What other locations do you frequently travel to? BOSTON I find it difficult to travel since I am legally blind What means of transportation do you use to commute to work or school? 2 buses	Century 2150 1968
2. Are there alternative means of transportation available for these trips? What are they? Taxi Comments? much too expensive	C C 1 Bc
3. What could be done to improve your commute? (by either highway or transit) Low-cost improvements Better scheduling so that I wouldn't have to wait in Newtonville forever! Move frequent buses. Shuttles! Major capital investments	Comment # 4
4. New ways to travel	
5. What could be done to improve transit service to Boston? Not bad now in my opinion but Low-cost improvements all trains should run to Needham Heights to serve those who need them. The arguments given for stopping them at the Major capital investments Junction are a bunch of baloney. After the Americans with Disabilities Act goes into effect you might just send for this because it discriminates against those unable to drive What could be done to improve transit service in the suburbs? Low-cost improvements We need more funding for suburban transportation - town claims they can't afford it Major capital investments The ride for the disabled - they can't afford it do not force us all to move to Natick or Newton any more	
6. Major capital investments	

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
Commuting in a New Century, Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968

# 51 Bring your ideas about commuting to a Transportation Town Meeting

Present them

- In a short (five-minute) talk
- On a map
- In a written proposal
- By filling out and submitting the following questionnaire
- All of the above

1. What town do you live in? NEEDHAM What town do you work or go to school in? BOSTON What other locations do you frequently travel to? Do not travel! I am blind and it is too difficult	
2. What means of transportation do you use to commute to work or school? Taxi + Green Line + Red Line and expensive to travel for me even within Needham	
3. Are there alternative means of transportation available for these trips? What are they? Could are the train + Red Line or Orange Line but Comments? early, moving train starts only at Needham Junction which is too far - just as far as Green Line	from my house!
4. What could be done to improve your commute? By either highway or transit Low-cost improvements Bring all the trains to the end of the line at Needham Heights - I would have the earliest one ~ 6:15 AM returning ~ 3 PM Major capital investments Also need lower cost transportation to get to train or trolley line - we need the RIDE in Needham New ways to travel I now pay \$55/week just to get back and forth from my house to the Green Line (\$2,750/year).	
5. What could be done to improve transit service to Boston? Low-cost improvements More frequent service connecting to and more frequent train service - Do some kind of promotion to build ridership - Put shelters at bus stops and keep train stations open for shelter. Major capital investments	
6. What could be done to improve transit service in the suburbs? More inter-suburb service. Low-cost improvements Where service exists now, it is extremely inconvenient and time consuming to use because not mesh at all. Major capital investments	

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
Commuting in a New Century, Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968

Filled out by A.S. Doe for Elaine Saunders 727-5550 x 4306

# Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? *Winthrop*  
What town do you work or go to school in? *Boston*  
What other locations do you frequently travel to? *N/A*
2. What means of transportation do you use to commute to work or school?  
*Commuter rail, Paul Revere Bus Co., MBTA, Private Auto*
3. Are there alternative means of transportation available for these trips? What are they? *No.*  
Comments?
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements *More Bus Service Between Orient Heights & Winthrop, More late night service from Boston to Winthrop from Boston*  
*Major capital investments*  
*Train line 2 PM to 2 AM.*  
  
New ways to travel
5. What could be done to improve transit service to Boston?  
Low-cost improvements: *Private commuter bus service, Run trains*  
*+ 24 hrs a day*  
Major capital investments  
*Build an intercity bus terminal in Park Sq*
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements *Feeder service to T. Stations, Local*  
*Suburban or jitney type service*  
Major capital investments  
*HOV lane on SE Expressway*

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# Bring your ideas about commuting to a Transportation Town Meeting

Present them •In a short (five-minute) talk •On a map •In a written proposal  
•By filling out and submitting the following questionnaire •All of the above

1. What town do you live in? QUINCY  
What town do you work or go to school in? BRAintree  
What other locations do you frequently travel to? BOSTON, CAMBRIDGE
2. What means of transportation do you use to commute to work or school? BUS
3. Are there alternative means of transportation available for these trips? What are they? TAXI, WALKING  
Comments?

4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements

Major capital investments

New ways to travel

5. What could be done to improve transit service to Boston?  
Low-cost improvements

Major capital investments

6. What could be done to improve transit service in the suburbs?  
Low-cost improvements

Major capital investments

INTERCONNECTION OF PROPOSED SOUTH  
SHORE COMMUTER RAIL WITH BUS  
AT QUINCY CENTRAL CONNECTION  
OF SOME SORT FROM SUBURBAN P&B  
AND OTHER BUSES WITHOUT HAVING TO

If you are unable to attend a Transportation Town Meeting, please send your ideas to: GO INTO BOSTON.  
Commuting in a New Century, Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968

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# Old Colony Planning Council

John F. Lenox,  
President

70 School Street, Brockton, MA 02401-4097  
November 6, 1991



Daniel M. Crane,  
Executive Director

Telephone: (508) 583-1833  
Fax: (508) 559-8768

## STATEMENT OF THE OLD COLONY JOINT TRANSPORTATION COMMITTEE IN SUPPORT OF COMMUTER RAIL SERVICE IN OCPC REGION

The Old Colony Joint Transportation Committee (JTC) is the transportation policy advisory group of the Old Colony Metropolitan Planning Organization (MPO) serving fifteen communities in Southeastern Massachusetts including the Brockton Urbanized Area. The region we represent is among the fastest growing in Massachusetts, having grown from 275,000 residents based on the 1980 U.S. Census, to nearly 300,000 according to the 1990 Census.

Over the past decade, the Old Colony Planning Council has been an active participant in the 3C Transportation Planning Process. During this time, the local Transportation planning Advisory Group, the Joint Transportation Committee (JTC) has continually sought to improve the regional transportation network. From the onset, the JTC has been a devoted supporter for restoration of direct commuter train service between Boston and the Old Colony Region.

The long-standing need for restoration of commuter rail in the OCPC region has never been more evident than today. With the notable exception of the Brockton Area Transit Authority Ashmont service to Boston, The region is entirely dependent on highway access to destinations in Boston. In spite of current plans for construction of the Central Artery/Tunnel Project, there will be no improvements of highway accessibility in the region. Therefore, all available transit alternatives must be exploited in order to meet the ever expanding travel requirements of the resident population. Commuter rail is the most promising alternative available to the region.

In conclusion, the Old colony planning Council and the Joint Transportation Committee would like to reiterate the strong support for the reconstruction of the Old Colony Railroad Rehabilitation Project and the extension of the Stoughton commuter rail line into Easton. these projects are extremely important in that they will provide another much needed transportation option to Boston for long frustrated commuters in the Old Colony region. In addition, these projects will serve to promote economic development, reduce fuel consumption, improve air quality, reduce traffic congestion, improve access and increase use of mass transit.

Other potential major improvements that we feel should be included in the long range plan are: connecting the North and South Stations which will improve accessibility to North, West and South of Boston; and to develop a dedicated funding source (base) for both capital and operating transit costs.

The OCPC and JTC appreciates the opportunity to express its support for these transportation improvement project and hopes that you will continue to proceed expeditiously on these project.

# COMMUTEWORKS

November 5, 1991

Commuting in a New Century  
CTPS  
Transportation Building  
10 Park Plaza/Suite 2150  
Boston MA 02116

On behalf of our member institutions, I would like to provide testimony on the Program for Mass Transportation (PMT).

MASCO represents fifteen medical and educational institutions in the Longwood Medical Area (LMA) of Boston. Because the LMA is an important growth sector in the economy of metropolitan Boston, with an employee/student population of 35,000, good access to the area is a prerequisite to our member institutions' ability to grow. Expanded Commuter Rail service to Ruggles Station and Yawkey Way, completion of the Circumferential Transit service through the LMA, and complete restoration of the Arborway Line are extremely important transportation infrastructure initiatives that will not only benefit the LMA but also Northeastern University, Parcel 18, and the Olmsted Plaza Project.

Within the last two years, MASCO and its members have completed a number of initiatives that address automobile demand on the LMA roadway system including: CommuteWorks, the Longwood Medical Area Transportation Management Organization; completion of Commuter Mobility Work Plans and establishment of Commuter Mobility Programs at each institution; and, creation of many commuting alternative incentives (e.g. T-Pass subsidies, Emergency Ride Home Programs, and special parking programs). In order for these demand management initiatives to succeed, a mass transportation infrastructure that can meet the areas' increasing demand is imperative.

As an Advisory Committee member, I look forward to revising the PMT and bringing the Boston Metropolitan area into an era of less dependance on the automobile.

Sincerely,



Robert Tassinari  
Sr. Transportation Planner

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## Comment # 10

The following comments are from the Acton Board of Selectmen

# Bring your ideas about commuting to a Transportation Town Meeting

Present them •In a short (five-minute) talk •On a map •In a written proposal  
•By filling out and submitting the following questionnaire •All of the above

1. *What town do you live in?* Acton  
*What town do you work or go to school in?*  
*What other locations do you frequently travel to?*
2. *What means of transportation do you use to commute to work or school?*  
primarily auto; commuter rail
3. *Are there alternative means of transportation available for these trips? What are they?*  
Comments? If there are other alternatives (eg. bus), there is little if any public information on them.
4. *What could be done to improve **your** commute? (by either highway or transit)*  
Low-cost improvements  
  
Major capital investments Upgrade Route 2 to limited access, with improved crosstown access and through capacity.  
  
New ways to travel
5. *What could be done to improve transit service to Boston?*  
Low-cost improvements Extend second rail to Littleton, as well as more peak hour commuter rail trips.  
  
Major capital investments Build a regional parking facility with easy access from Routes 495 and 2.
6. *What could be done to improve transit service in the suburbs?*  
Low-cost improvements Experiment with express van or bus services to the major suburban employment centers in Waltham/Lexington and in Burlington/Bedford.  
  
Major capital investments Census trip to work data should indicate most viable routes.

If you are unable to attend a Transportation Town Meeting, please send your ideas to:

Commuting in a New Century, Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968



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## Comment # 11

# Bring your ideas about commuting to a Transportation Town Meeting

Present them

- In a short (five-minute) talk
- On a map
- In a written proposal
- By filling out and submitting the following questionnaire
- All of the above

1. What town do you live in? *Winchester*  
What town do you work or go to school in? *Boston*  
What other locations do you frequently travel to? *Fall River, Lowell*
2. What means of transportation do you use to commute to work or school? *Bus, car*
3. Are there alternative means of transportation available for these trips? What are they? *Aside from Peter Pan Bus Services, there is only The Commuter Service, which*  
*Comments? is too inflexible for my schedule*
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements  
*Additional parking for commuters. The Milbury Park & Ride fills up by 6.30 AM. There are no other lots on the bus route.*  
Major capital investments  
  
New ways to travel  
*Train service*
5. What could be done to improve transit service to Boston?  
Low-cost improvements  
  
Major capital investments  
*Trains !!!*
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements  
  
Major capital investments

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
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# Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? **MARSHFIELD**  
What town do you work or go to school in? **BOSTON**  
What other locations do you frequently travel to? **MY WIFE COMMUTES TO WEYMOUTH**
2. What means of transportation do you use to commute to work or school? - **CAR**
3. Are there alternative means of transportation available for these trips? What are they? **P & B BUS**  
Comments? - **BUS MAINTAINS SET SCHEDULE, AND MY SCHEDULE IS QUITE VARIABLE, IFE MISS BUS, I'M STUCK**
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements  
  
Major capital investments -  
  
New ways to travel - **TRAIN - GREEN BUSH LINE**
5. What could be done to improve transit service to Boston?  
Low-cost improvements  
  
Major capital investments - **GREEN BUSH LINE REMAINS. TRAIN OR MONORAIL ALONG MEDIAN OF ROUTE 3**
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements  
  
Major capital investments - **IM ALONE BUS ROUTES.**

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
Commuting in a New Century, Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968

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Comment # 13

## Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? Salem, MA  
What town do you work or go to school in? N/A  
What other locations do you frequently travel to? Peabody, Danvers, Lynn, Beverly, Boston, etc.
2. What means of transportation do you use to commute to work or school?  
Bus, subway, commuter rail, Ride
3. Are there alternative means of transportation available for these trips? What are they? Cabs  
Comments? In Central Square in Lynn they are always relocating the bus stop making it unsafe and difficult for blind people.
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements Bus shelters for seasonable weather. Clear, loud-speaker announcements of stops.  
Major capital investments  
  
New ways to travel
5. What could be done to improve transit service to Boston?  
Low-cost improvements  
  
Major capital investments
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements  
  
Major capital investments Provide more bus routes.

If you are unable to attend a Transportation Town Meeting, please send your ideas to:

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# Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? Cambridge  
What town do you work or go to school in? Boston  
What other locations do you frequently travel to?
2. What means of transportation do you use to commute to work or school? TMBTA / PRIVATE  
Red Line AUTO
3. Are there alternative means of transportation available for these trips? What are they? Yes TRAIN - BUS  
Comments?
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements  
  
Major capital investments BETTER, Quicker Public Transportation  
IN AND AROUND THE CITY AT LOWEST COST. I WILL  
PAY A LARGE TAX TO SUPPORT IT.  
New ways to travel MON RAIL TO AREAS LIKE WORLD TRADE CENTER  
CARSON BEACH, TO VARIOUS MALLS (WATERTOWN, ETC.)  
BURLINGTON
5. What could be done to improve transit service to Boston?  
Low-cost improvements  
  
Major capital investments
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements EAST MON RAIL TO BROCKTON and  
MIDDLEBURY 5 Feet off the ground to facilitate  
Major capital investments QUICK REPAIRS.

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
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(15)

Comment # 15

# Bring your ideas about commuting to a Transportation Town Meeting

- Present them
- In a short (five-minute) talk
  - On a map
  - In a written proposal
  - By filling out and submitting the following questionnaire
  - All of the above

1. What town do you live in? *Bingham*  
What town do you work or go to school in? *Cambridge*  
What other locations do you frequently travel to? *Boston*: Downtown Crossing  
*Newbury St.*
2. What means of transportation do you use to commute to work or school?  
*boat to So. Station IT OR CAR*
3. Are there alternative means of transportation available for these trips? What are they?  
*I can also take the Red line from Braintree.*  
Comments?  
▲ *I don't feel safe on the red line*  
▲ *3 out of 5 times, I have been told "This car is no longer in service"*
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements  
*GET RID OF high speed travel in the BREAKDOWN lane. around Andrew Sta.*  
*It is unconscionable to sacrifice lives to save time. 'til a mother can come.*  
~~Major capital investments~~ *TRYING TO Exit the highway to a ramp is.*  
*dangerous* *If you are unfortunate enough to have a simple*  
~~New ways to travel~~ *flat tire and try to change it in the breakdown*  
*lane, the probability of life threatening injury or*  
*death is greatly increased.*
5. What could be done to improve transit service to Boston?  
Low-cost improvements *more courteous employees*  
~~Major capital investments~~ *safe passage*
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements  
  
Major capital investments

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
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Comment # 16

1. What town do you live in? WAYLAND  
What town do you work or go to school in? BOSTON  
What other locations do you frequently travel to? NEWBURYPORT,  
BUZZARDS BAY, CAPE COD
2. What means of transportation do you use to commute to work or school?  
DRIVE TO ALEWIFE, TAKE RED LINE
3. Are there alternative means of transportation available for these trips? What are they? COMMUTER RAIL TO NORTH STATION.  
Comments?  
RAIL IS NOT CONVENIENT. I HATE TO BE  
TIED TO A SCHEDULE
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements  
ACCESS TO ALEWIFE SHOULD BE IMPROVED  
Major capital investments AND ROTARY AT RTE. 16 BADLY  
DESIGNED, THE MERGE GOING  
WEST IS DANGEROUS.  
New ways to travel  
HELICOPTER - THIS IS NOW AVAILABLE FROM  
SOME HOTELS ON RTE 125 TO LOGAN
5. What could be done to improve transit service to Boston? EXTEND RED L  
Low-cost improvements  
Major capital investments RED LINE TO LEXINGTON OR  
WALTHAM. MORE COMMUTER RAIL

(17)

Comment # 17

## your ideas about commuting to a Transportation Town Meeting

- How would you like to participate?  
• In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above
- 

What town do you live in? NEWBURY, MA  
What town do you work or go to school in? BOSTON  
What other locations do you frequently travel to? WATTHAM

What means of transportation do you use to commute to work or school?

car / bus

Are there alternative means of transportation available for these trips? What are they? yes - bus, TRAIN FROM IPSWICH.  
Comments?

What could be done to improve your commute? (by either highway or transit)

Low-cost improvements

MORE busses + parking lots

Major capital investments

Railroad should be re-started  
from Newburyport to Ipswich

New ways to travel

more van pools  
a 128 BUS

What could be done to improve transit service to Boston? see above.

Low-cost improvements

Major capital investments

What could be done to improve transit service in the suburbs?

bus service is OK

Low-cost improvements

Major capital investments

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Unable to attend a Transportation Town Meeting, please send your ideas to:

Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968

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# Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? WEST ROXBURY  
What town do you work or go to school in? BOSTON  
What other locations do you frequently travel to?
2. What means of transportation do you use to commute to work or school? BUS THEN THE ORANGE LINE
3. Are there alternative means of transportation available for these trips? What are they? CAR; BUS #39 TO COPLEY, THEN WALK 10-15 MIN.  
Comments?
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements ORANGE LINE IS GREAT! BUS SERVICE, ESPECIALLY HOME-BOUND IS AGGRAVATING. THEY SHOULD FOLLOW SCHEDULES. IF A BUS IS SUPPOSED TO LEAVE 10 PAST 5, THE BUS SHOULD BE LOADED AND READY TO LEAVE AT 5. MANY CUSTOMERS GET ANNOYED WHEN THE BUS PULLS INTO THE STATION AT 4:55 AND UNLOADS AND THE DRIVER LOCKS UP THE BUS AND HANGS AROUND THE STARTING BOOTH UNTIL 5:07. MORE OFTEN THAN NOT, WE GET STUCK SITTING ON THE BUS IN THE STATION BECAUSE HE LOADED THE BUS TOO LATE AND HAS TO WAIT FOR THE TRAIN LIGHT SIGNAL TO GO OUT BEFORE HE CAN LEAVE. WE'RE  
Major capital investments (FOREST HILLS)  
New ways to travel
5. What could be done to improve transit service to Boston?  
Low-cost improvements I FIND IT VERY GOOD.  
Major capital investments
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements SEE #4  
Major capital investments

If you are unable to attend a Transportation Town Meeting, please send your ideas to: HE CAN LEAVE. WE'RE ABOUT A 20 MIN WAIT.  
Commuting in a New Century, Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968



(19)

Comment # 19

# Bring your ideas about commuting to a Transportation Town Meeting

Present them

- In a short (five-minute) talk
- On a map
- In a written proposal
- By filling out and submitting the following questionnaire
- All of the above

1. What town do you live in? *Somerville*  
What town do you work or go to school in? *Boston*  
What other locations do you frequently travel to? *Cambridge + Lowell*
2. What means of transportation do you use to commute to work or school? *MBTA*
3. Are there alternative means of transportation available for these trips? What are they? *Walking / Auto / Taxi*  
Comments?
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements  
*Make Bus Drivers pick-up passengers when they are making end runs to MBTA Garage and at the start of their runs. Many empty buses travel through Union Sq. either empty to Harvard Sq. or empty to Sullivan Sq. when they could providing transit.*  
Major capital investments  
*Green Line Extension beyond Lechmere*  
*Lechmere Station Relocation*  
New ways to travel
5. What could be done to improve transit service to Boston?  
Low-cost improvements  
*Increase bus service frequency on major routes, e.g. Route #27 + #88*  
Major capital investments  
*Increase transit train frequency*
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements  
  
Major capital investments

If you are unable to attend a Transportation Town Meeting, please send your ideas to:

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ere are <sup>(20)</sup> many Worcester - Boston commuters. We used to have  
let to park in to take van pools or Peter Pan Bus. Now we only  
Bring your ideas about commuting to a Transportation Town Meeting  
we a small lot at the turnpike entrance.

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? Princeton  
What town do you work or go to school in? Boston  
What other locations do you frequently travel to? Cambridge, Watertown
2. What means of transportation do you use to commute to work or school? Peter Pan Bus  
Drive to Worcester then → from Worcester
3. Are there alternative means of transportation available for these trips? What are they? Van Pools from Worcester; Commuter Rail from N. Westminster  
Comments? Train is too slow and too infrequent. Van Pools are too uncomfortable to read or get work done + too inflexible.
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements PLEASE improve parking facilities in Worcester.  
Now, the lot fills by 7AM + so one has to take a 6:50 bus even if you don't  
Major capital investments have to be in early  
Also - the employees of the bus companies are often rude  
and you never know which gate your buses leaving from.  
New ways to travel  
Commuter-rail to Worcester - Why Not? The  
Track is there.
5. What could be done to improve transit service to Boston?  
Low-cost improvements  
Express Trains from Hingham + Worcester  
Major capital investments  
Express Train
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements  
7th way  
Major capital investments  
See over

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
Commuting in a New Century, Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968

## We need your ideas.

We want your ideas on how to meet transportation challenges in the city and in the suburbs. Your comments will give us a sense of the needs of the citizens of Eastern Massachusetts and ways to meet those needs.

The best ideas have the following characteristics:

- Improvement of commuting service
- Optimal use of existing facilities
- Cost-effectiveness
- Contribution to a healthy, active economy
- Promotion of a healthful environment
- Consistency with land use plans
- Sensitivity to the special needs of people who are elderly or disabled

The more specific the idea, the better we will be able to research and analyze it.

## Come to a Transportation Town Meeting

Sponsored by the Massachusetts Executive Office  
of Transportation and Construction

Look inside for the meeting near you.

Commuting in a New Century It is not easy to use public transportation.  
CTPS ① Not enough parking at far terminals.  
10 Park Plaza, Suite 2150 ② Peter Pan never has schedules available.  
Boston MA 02116-3968 when changes are made.  
③ At the terminals, no effort is made to make it easy to wait on the correct line. The ticket sellers are slow + rude. The lines don't form properly because some people horn in out of turn.  
④ Often you have to arrive 20 min. ahead of time to assure yourself of a seat.  
⑤ People generally try to use whole bench. They sprawl & snore to prevent someone else from sitting down next to them.  
P.S. Buses + Trains are the clear choice (over van pools) for people with flexible schedules.

2) The South Shore needs trains -- boats & buses aren't really mass transit. P+B buses could serve as feeders  
 Bring your ideas about commuting to a Transportation Town Meeting

Comment # 21

Present them • In a short (five-minute) talk • On a map • In a written proposal  
 • By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? Norwell  
 What town do you work or go to school in? Boston - 3 days/wk - part 5  
 What other locations do you frequently travel to? Plymouth, Duxbury, 1 year  
Flannery, Marshfield
2. What means of transportation do you use to commute to work or school?  
P+B Bus 75% Drive own car 15% T from Braintree 10%
3. Are there alternative means of transportation available for these trips? What are they?  
car pools or van pools - not flexible  
 Comments? commuter boat - too long a drive to shipyard, poor parking, expensive
4. What could be done to improve your commute? (by either highway or transit)  
 Low-cost improvements better facilities for P+B at South Station - between 4-6 pm, less fare  
 Major capital investments Get trains to Greenbush!  
 New ways to travel for example P+B bus service is excellent; price is reasonable  
Free parking at Park & Ride lots is big reason
5. What could be done to improve transit service to Boston?  
 Low-cost improvements improving Red Line service, clean up Quincy Center T Sta  
 Major capital investments Get trains to Greenbush!
6. What could be done to improve transit service in the suburbs?  
 Low-cost improvements  
 Major capital investments Get trains to Greenbush!

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
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22

Comment # 22

# Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? Centerville  
What town do you work or go to school in? Boston  
What other locations do you frequently travel to?
2. What means of transportation do you use to commute to work or school? bus and T (metro)
3. Are there alternative means of transportation available for these trips? What are they? Auto, commuter van  
Comments? choose not to drive, find bus more comfortable less stressful
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements more frequent buses  
better service on B line - green line  
Major capital investments Commuter rail to Plymouth  
bus service from Cape to Braintree  
New ways to travel  
Tax incentive for use of commuter bus/MBTA  
Penalties for driving cars with less than 3-4 people.
5. What could be done to improve transit service to Boston?  
Low-cost improvements  
  
Major capital investments commuter rail to Plymouth/Cape
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements  
  
Major capital investments  
Lynne Hamre  
20 Sean Circle  
Centerville, MA  
02632

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
Commuting in a New Century, Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968

# Bring your ideas about commuting to a Transportation Town Meeting

Present them •In a short (five-minute) talk •On a map •In a written proposal  
•By filling out and submitting the following questionnaire •All of the above

1. What town do you live in? **QUINCY**  
What town do you work or go to school in? **BOSTON**  
What other locations do you frequently travel to? **STONINGTON**
2. What means of transportation do you use to commute to work or school? **MBTA**
3. Are there alternative means of transportation available for these trips? What are they? **CAR**  
Comments?
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements  
**FIX THE ESCALATOR AT WASHINGTON CROSSING ITS BEEN BROKEN AND NOT REPAIRED**  
Major capital investments **DIFFICULT FOR HANDICAPPED PERSON TO CLIMB STAIRS.**  
New ways to travel
5. What could be done to improve transit service to Boston?  
Low-cost improvements **TRAIN IS ALWAYS CROWDED BY THE TIME IT ARRIVES AT N. QUINCY FROM BRAINTREE**  
Major capital investments **HANDICAPPED PERSON NEVER GETS A SEAT**  
**WOULD IT BE COST EFFECTIVE TO START A TRAIN ON AN ALTERNATIVE BASIS FROM N. QUINCY TO BOSTON?**
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements  
  
Major capital investments


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# Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? Newton Centre  
What town do you work or go to school in? -  
What other locations do you frequently travel to? Cleveland Circle & Coolidge Corner, Brookline, Waterbury Square MA, Auburn St Cambridge, Acton, all over Newton, Boston
2. What means of transportation do you use to commute to work or school?  
CAR
3. Are there alternative means of transportation available for these trips? What are they? Yes - MBTA Bus & Subway, Commuter rail  
Comments? Using public transportation makes it necessary for me to reach - by bus or car, expensive, no parking, unavailable parking
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements Frequent, dependable bus service on Route 9 with Parking Facilities at Newton Stops.  
Major capital investments  
  
New ways to travel

Ms Doris E Leitch  
160 Truman Rd  
Newton Ctr MA 02159-2655



5. What could be done to improve transit service to Boston?  
Low-cost improvements Express Bus From Newton Centre to Boston  
Major capital investments Creation of a substantial parking area so that I could take MBTA From Newton Ctr/Highlands preferably
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements Make transportation between areas of Newton Mier - possible have #52 bus cross Rindge Road so that Newton Ctr & Newton Highlands people could use the same bus at more frequent intervals  
Major capital investments See that changes in city such as present opening of New Central library and Sr. Ctr planned for '93 in Newtonville have adequate public transportation going there

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(25)

Comment # 25

## Bring your ideas about commuting to a Transportation Town Meeting

- Present them
- In a short (five-minute) talk
  - On a map
  - In a written proposal
  - By filling out and submitting the following questionnaire
  - All of the above

1. What town do you live in? *Boston*  
What town do you work or go to school in? *Boston*  
What other locations do you frequently travel to?
2. What means of transportation do you use to commute to work or school? *The Ride*
3. Are there alternative means of transportation available for these trips? What are they? *The T*  
Comments?
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements *I am very happy with Transportation Access.*  
Major capital investments *- more down as well as up escalators esp. Downtown Crossing*  
New ways to travel  
*Construct Large parking areas with lots of trees outside the city; providing frequent transport - train or bus to Boston*
5. What could be done to improve transit service to Boston? *Charge all cars coming into Boston - provide parking and frequent transport into the city*  
Low-cost improvements  
Major capital investments
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements

Major capital investments

*Janet Burke*  
70 St. Botolph Street  
Boston, MA 02116

If you are unable to attend a Transportation Town Meeting, please .

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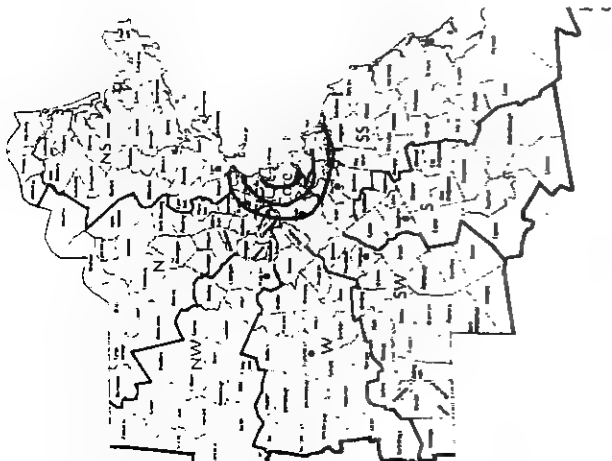


# Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? Dorchester  
What town do you work or go to school in? Roslindale, + Watertown  
What other locations do you frequently travel to? everywhere
2. What means of transportation do you use to commute to work or school?  
all means of public transportation
3. Are there alternative means of transportation available for these trips? What are they? no, other than walking  
Comments?
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements - having operators make announcements!  
accurate signage in trains and stations  
Major capital investments  
electronic announcements, tactile stripping, tactile signage  
voice mail information service  
New ways to travel  
concentric circle transportation (yellow line commuter loop)  
(see map)
5. What could be done to improve transit service to Boston?  
Low-cost improvements  
see above  
Major capital investments  
more direct bus service - better evening + weekend service  
see above
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements less erratic bus service  
~~see above~~  
Major capital investments  
see above

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# Bring your ideas about commuting to a Transportation Town Meeting

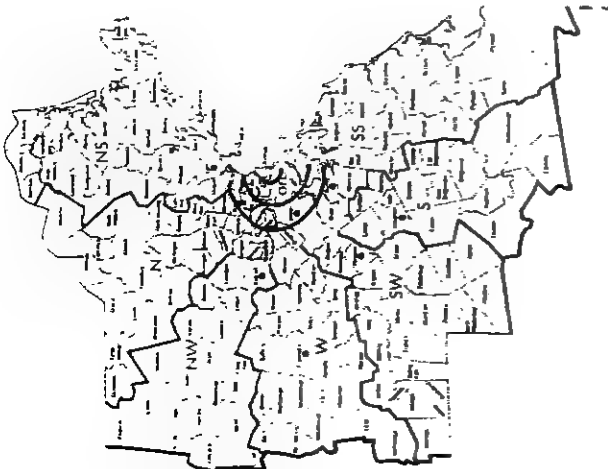
Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? Brighton  
What town do you work or go to school in? Brookline, Boston  
What other locations do you frequently travel to?  
Boston, Cambridge, Brookline, Jamaica Plain, everywhere in area
2. What means of transportation do you use to commute to work or school?  
motorized wheelchair, accessible bus/subway, MBTA RIDE
3. Are there alternative means of transportation available for these trips? What are they?  
private accessible chair car  
Comments?  
extremely expensive minimum \$5./each way + mileage
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements  
having operators make announcements (stop + service related)  
having some 301 Express buses go through Allston-Brighton (Cambridge St.) on  
Major capital investments  
Electronic announcements Academy signage in stations + on trains  
Tactile striping Tactile signage Make Green Line Accessible!!  
New ways to travel  
Voice Mail Info. Service  
Concentric circle ~~transit~~ service, like Rte 128 + 495 only closer to City so you don't have to go downtown to get from, say,
5. What could be done to improve transit service to Boston?  
Low-cost improvements  
see #4 above  
Major capital investments  
Better evr, weekend bus service  
Brighton to Lechmere  
(see map)
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements  
see #4 above  
Major capital investments  
see #4 above

Denise Karuth  
20 Washington St 108  
Brighton MA 02146  
(617) 232-2186

Outbound  
from Downtown → Cambridge St → Washington St → Newton Corner → Mass Pike  
from Newton Corner → Tremont St → Wash St → Cambridge St → Mass Pike

If you are unable to attend a Transportation Town Meeting, please send your ideas to  
Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968



# Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? *Winthrop*  
What town do you work or go to school in? *Brockline*  
What other locations do you frequently travel to? *everywhere*
2. What means of transportation do you use to commute to work or school?  
*all means of public transportation*
3. Are there alternative means of transportation available for these trips? What are they? *no other than walking*  
Comments?
4. What could be done to improve *your* commute? (by either highway or transit)  
Low-cost improvements *having operators make announcements!*  
*accurate signage in trains & stations*  
*bus operators announcing which bus it is at areas that don't have regular berths*  
Major capital investments *electronic announcements, tactile stripping, tactile signage*  
*voice mail information service*  
New ways to travel  
*concentric circle transportation (see map)*  
*more direct bus service & better evening & weekend service*
5. What could be done to improve transit service to Boston?  
Low-cost improvements  
  
Major capital investments
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements

In Meeting, please send your ideas to:  
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# Bring your ideas about commuting to a Transportation Town Meeting

- resent them •In a short (five-minute) talk •On a map •In a written proposal  
•By filling out and submitting the following questionnaire •All of the above

1. What town do you live in? *JAMAICA PLAIN (BOSTON)*  
What town do you work or go to school in? *ROXBURY (BOSTON)*  
What other locations do you frequently travel to? *CAMBRIDGE, DOWNTOWN*
2. What means of transportation do you use to commute to work or school? *BUS*
3. Are there alternative means of transportation available for these trips? What are they? *WALK, BICYCLE*  
Comments?  
*I AM ANXIOUSLY AWAITING THE RETURN OF THE ARBORWAY TROLLEY*
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements *MAKE BUSES FOLLOW TIME POINTS  
LET OUTBOUND BUSES BE FREE SO LOADING CAN BE THROUGH BOTH DOORS. ALLOW MODAL TRANSFER AT HEATH ST.*  
Major capital investments *RETURN ARBORWAY TROLLEY!  
LET BUSES BE EQUIPED TO TRIP TRAFFIC LIGHTS. GIVE ARBORWAY TRANSIT CORRIDOR SIGNALIZATION WITH A TRANSIT PRIORITY*  
New ways to travel
5. What could be done to improve transit service to Boston?  
Low-cost improvements *MAKE EACH ROUTE A TRANSIT PRIORITY. KEEP ALL BUSES TO TIME POINTS*  
Major capital investments — *EQUIP ALL TRANSIT VEHICLES WITH REMOTE SENSORS SO EACH PIECE OF EQUIPMENT CAN BE LOCATED CENTRALLY.*
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements  
  
Major capital investments

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# Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? HOLLISTON  
What town do you work or go to school in? Wellesley  
What other locations do you frequently travel to? NATICK Framingham  
Milford
2. What means of transportation do you use to commute to work or school? Auto
3. Are there alternative means of transportation available for these trips? What are they? NO  
Comments?
4. What could be done to improve **your** commute? (by either highway or transit)  
Low-cost improvements HAVE MINIMUM STANDARD LEVELS  
OF WINTER ROADWAY MAINTENANCE FROM TOWN  
TO TOWN.  
Major capital investments NO  
  
New ways to travel  
NO
5. What could be done to improve transit service to Boston?  
Low-cost improvements  
  
Major capital investments Boston COMMUTER RAIL THROUGH  
Framingham to Ashland - at least. Then have  
Commuter parking in Ashland
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements  
  
Major capital investments

If you are unable to attend a Transportation Town Meeting, please send your ideas to:

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Comment # 31

## Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? *Dover, NH*  
What town do you work or go to school in? *Danvers, MA*  
What other locations do you frequently travel to? *Boston & Metro Area*
2. What means of transportation do you use to commute to work or school? *Car*  
*Blue line to Boston from Wonderland.*
3. Are there alternative means of transportation available for these trips? What are they?  
Comments? *Not from Dover, NH*

4. What could be done to improve **your** commute? (by either highway or transit)  
Low-cost improvements

Major capital investments

New ways to travel

*For going into Boston from N. Shore  
how about a ferry?*

5. What could be done to improve transit service to Boston?  
Low-cost improvements

Major capital investments

6. What could be done to improve transit service in the suburbs?  
Low-cost improvements

*Speed up the Commuter Rail Service*

Major capital investments

*Ferry Service → North Shore*

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
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# Bring your ideas about commuting to a Transportation Town Meeting

Present them

- In a short (five-minute) talk
- On a map
- In a written proposal
- By filling out and submitting the following questionnaire
- All of the above

1.	What town do you live in? <u>Brighton</u> What town do you work or go to school in? <u>—</u> What other locations do you frequently travel to? <u>Quincy, Haverhill, Waltham</u>
2.	What means of transportation do you use to commute to work or school? <u>Train or Bus</u>
3.	Are there alternative means of transportation available for these trips? What are they? <u>The Ride</u> Comments?
4.	What could be done to improve your commute? (by either highway or transit) Low-cost improvements <u>By having BUSES run more often</u> Major capital investments <u>Making stations accessible</u> New ways to travel
5.	What could be done to improve transit service to Boston? <u>Run shuttles in</u> Low-cost improvements <u>certain areas</u> Major capital investments
6.	What could be done to improve transit service in the suburbs? <u>Run more buses</u> Low-cost improvements Major capital investments

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# Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? *Wellesley*  
What town do you work or go to school in? *Boston, Cambridge*  
What other locations do you frequently travel to?  
*Frammingham, Natick, Newton, Needham.*
2. What means of transportation do you use to commute to work or school?  
*CAR ONLY*
3. Are there alternative means of transportation available for these trips? What are they? *NOT CONVENIENT means.*  
Comments?  
*Buses do not run often or to all locations. And they are dirty & polluting anyway. (worst dark smoky exhaust on the road!)*
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements  
*RESTORE TROLLEY SERVICE. The trolleys are still there!*  
Major capital investments  
*Restoration, new modern cars.*  
New ways to travel  
*just restore old ways!*
5. What could be done to improve transit service to Boston?  
Low-cost improvements  
*Regular trains, trolleys*  
Major capital investments  
*Train + trolley cars*
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements  
*TROLLEYS - Shuttle buses*  
Major capital investments

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Comment # 34

## Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? *WEBURN*  
What town do you work or go to school in? *BOSTON*  
What other locations do you frequently travel to? *BURLINGTON, WINCHESTER, LEXINGTON*
2. What means of transportation do you use to commute to work or school? *I drive to WELLINGTON STATION and take ORANGE LINE to BOSTON*
3. Are there alternative means of transportation available for these trips? What are they? *BUS from WEBURN to BOSTON, or drive to WINCHESTER to take train + subway*  
Comments? *Bus circulates around the town long time before reaches Rte 93, It takes a lot of time, there is no place to wait on the bus stop; no sidewalk, no curb. People wait on the edge of pavement Cambridge St.*
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements *Bus stops should be nicer, at least there should be a local sidewalk, and a curb for safety reason. Some buses should be like express.*  
Major capital investments *Booth, sidewalks for passenger and bays for buses.*  
New ways to travel *Mini-buses*
5. What could be done to improve transit service to Boston?  
Low-cost improvements *More parking (some with double deck) at Railroad and subway stations.*  
Major capital investments *More access roads to Boston. (Extension of Route 2, extension of Route 95, more ramps from and to Rte 93 in Boston. Reconstruction Old Colony Railroad.*
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements *Minibuses*  
Major capital investments *Widening Rte 128 from Rte 9 to Rte 24  
Railroad along Rte 128 connecting existing railroad stations.*

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35

Comment # 35

## Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? WESTFORD  
What town do you work or go to school in? CAMBRIDGE  
What other locations do you frequently travel to?
2. What means of transportation do you use to commute to work or school? AUTO
3. Are there alternative means of transportation available for these trips? What are they? NONE PRACTICAL  
Comments?
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements  
  
Major capital investments  
MAKE ROUTE 2 THROUGH CONCORD &  
LINCOLN LIMITED ACCESS  
  
New ways to travel  
COMUTER RAIL STOP - CAMBRIDGE RALEWIFE AREA)  
MIGHT PROVIDE ANOTHER WAY FOR  
ME TO COMMUTE.
5. What could be done to improve transit service to Boston?  
Low-cost improvements  
CONTINUE COMUTER RAIL SERVICE IMPROVEMENTS  
  
Major capital investments  
EXTEND MBTA SERVICE FURTHER OUT  
IN SUBURBANS — EXTEND RED LINE TO LEXINGTON
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements  
  
Major capital investments  
SEE ABOVE

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# Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? *Dorchester*  
What town do you work or go to school in? *Cambridge*  
What other locations do you frequently travel to? *downtown Boston*
2. What means of transportation do you use to commute to work or school?
3. Are there alternative means of transportation available for these trips? What are they?  
Comments? *car occasionally*
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements  
Major capital investments  
New ways to travel  
  - computerize route advice
  - distribute copies of schedules all year on all routes*Let me lie down on the Ride. I'm not sick, just disabled in a way limiting sitting + standing.*
5. What could be done to improve transit service to Boston?  
Low-cost improvements  
Major capital investments  
  - extend Ride service to those with temporary disabilities like broken leg
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements  
Major capital investments  
  - extend Ride service to those with temporary disabilities, like broken leg

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(38)

I'm told you could take the train from Lynnfield Center to Boston at the turn of the century. You certainly can't do it today. That's progress!!

Sincerely,

*Nancy Schwarz*

Nancy Schwarz

NANCY SCHWARZ  
8 MAGNOLIA DRIVE  
LYNNFIELD, MA 01940

November 4, 1991

Commuting In A New Century  
CTPS  
10 Park Plaza, Suite 2150  
Boston, MA 02116-3968

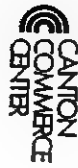
Dear Sir:

I am writing in response to the article in the newspaper regarding comments on public transportation on the North Shore. I come from the town of Lynnfield, and in my opinion, public transportation is useless for me and all towns to the north not directly on a commuter rail line. I would very much like to take public transportation into Boston, but after morning rush hour, there is no place to park in Reading, Wakefield or Oak Grove, the nearest stations to my home. Offering a public transportation system with no adequate parking facilities has never made any sense to me.

In addition, subway stations are located in areas like Oak Grove and Malden Center which are far too small and almost inaccessible to North Shore commuters. Stations should have been planned on major commuting arteries such as along routes 1 and 93 to the New Hampshire border and all along routes 128 and 495. Such a plan would have alleviated traffic problems not only in and out of Boston but in the entire area. The present system serves only people who live within seven to eight miles of Boston or else directly on a commuter rail line and no one else.

Since my vision of public transportation, which should have been planned for years ago, cannot possibly be built at the present time, my only other suggestion is to make use of the unused rail line now in place which goes through Lynnfield and Peabody and towns north. You have a commuter rail line to Ipswich and one to Haverhill with a wide gap in between. I think this line goes near route 1 in Peabody and if a station was built there and elsewhere along this line many more people from the North Shore would be able to use the system. With the central artery construction project continuing for the next several years, it may be worthwhile to look into this option.

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## Commuter Connections

November 15, 1991

Commuting in a New Century  
Central Transportation Planning Staff  
10 Park Plaza  
Suite 2150  
Boston, MA 02116-3968

To Whom It May Concern:

I am the Transportation Coordinator at *Canton Commerce Center* located on Dan Road (off of Route 138) in Canton. Our program strives to reduce the number of single-occupant vehicles entering/exiting the site by promoting alternatives to driving alone. There are approximately 2,100 employees in the Center, with roughly 300 registered in the ridesharing database.

I was unable to attend the *Transportation Town Meeting* held for the South Corridor on Monday, November 4 at the Stoughton High School, but I would like to submit the following suggestions for transportation improvements in the area:

- *Reinstate a Bus Route along Route 138.* Many employees in our program have expressed an interest in commuting to work by public transportation—particularly by way of commuter rail. Canton is served by two commuter rail stations, but there is no way to get from either station to the Center because bus service was discontinued along Route 138 several years ago.

In an effort to determine potential ridership and interest in reinstating this service, I surveyed members of the Canton Association of Industries along this route in August 1991. Unfortunately, the response was low and although I requested employee origination information, few actually provided it. However, I still believe this is one area that could benefit from service either from a private carrier or as part of a local bus service (partially funded by the MBTA's suburban program).

- *Establish a Transportation Management Organization.* A TMO should be established in the region to address transportation-related issues on an *areawide* basis rather than a *site-by-site* basis. We are trying to generate interest in a TMO because it is one way to focus both the public and private sectors on issues and solutions, and because our program would be more effective if joined by other businesses.

As such, I have been working with the Neponset Valley Chamber of Commerce in Norwood and CARAVAN for Commuters to establish a TMO. While there is interest and need, the effort may be hampered by funding. Still, this area should be targeted and proponents of new developments should be encouraged to assist in the effort.

Page Two  
November 15, 1991

I appreciate the opportunity to provide input into this transportation planning effort for the future. If you have any questions or need additional information about my suggestions or the program itself, please call me at (617) 828-5855 or (508) 663-6503.

Sincerely,

*Cindy Duncan*

Cindy Duncan  
Transportation Coordinator

cc: William Hunt, Northland Investment

Comment # 40



# Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? CAMBRIDGE  
What town do you work or go to school in? BOSTON  
What other locations do you frequently travel to?
2. What means of transportation do you use to commute to work or school? SUBWAY / BUS
3. Are there alternative means of transportation available for these trips? What are they?  
Comments?
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements BUSSES THAT RUN ON A CONSISTENT, PUBLISHED SCHEDULE. SCHEDULES THAT CHANGE EVERY THREE MONTHS AND BUSSES THAT DO NOT STICK TO THE SCHEDULE ARE HARD TO DEPEND ON.  
Major capital investments SOME WAY (EXTRA TRACKS?) TO  
KEEP A DISABLED TRAIN FROM  
New ways to travel BRINGING DOWN THE  
WHOLE SYSTEM FOR HOURS.  
AND POST THEM AT THE BUS STOPS.
5. What could be done to improve transit service to Boston?  
Low-cost improvements SEE ABOVE  
Major capital investments PLUS SUNDAY SERVICE ON ALL  
COMMUTER TRAINS, EVEN IF ONLY  
ONCE OR TWICE A DAY.
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements  
Major capital investments

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
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## Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? What town do you work or go to school in? What other locations do you frequently travel to?	Waltham - Boston Dorset Center & Northbrook Center Dorchester Boston
2. What means of transportation do you use to commute to work or school?	Boston - Commuter rail
3. Are there alternative means of transportation available for these trips? What are they? Comments?	NO Alternative available to Dorset or Northbrook I live in Dorset. City (1 block from town hall) has convenient to commuter rail and 34th bus
4. What could be done to improve your commute? (by either highway or transit) Low-cost improvements	Rx 27 radial bus service
Major capital investments	
New ways to travel	
5. What could be done to improve transit service to Boston? Low-cost improvements	
Major capital investments	
6. What could be done to improve transit service in the suburbs? Low-cost improvements	Increase frequency of commuter 1st day Saturday Today; increase Saturday
Major capital investments	None, especially Christman street

Commuting in a New Century  
CTPS  
10 Park Plaza, Suite 2150  
Boston MA 02116-3968

My husband works  
in Northam @  
Rt 120 & the Pike

Comment # 42

Much of the existing  
transit seems to be  
oriented towards  
the center of Boston  
and it's difficult  
to go radially.

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
Commuting in a New Century, Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968



# Bring your ideas about commuting to a Transportation Town Meeting

Present them •In a short (five-minute) talk •On a map •In a written proposal  
•By filling out and submitting the following questionnaire •All of the above

1. What town do you live in? *Malden*  
What town do you work or go to school in? *Wakefield*  
What other locations do you frequently travel to? *Boston*
2. What means of transportation do you use to commute to work or school?  
*bus*
3. Are there alternative means of transportation available for these trips? What are they? *train*  
Comments? *The train is much more expensive*
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements *make the cost of the train lower, to the cost of the bus for the distance traveled*  
Major capital investments  
  
New ways to travel
5. What could be done to improve transit service to Boston? *I live 3 miles walk to the Malden station, so it's fine*  
Low-cost improvements  
Major capital investments
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements *Run a bus from Malden via Medford to Alewife station.*  
Major capital investments

Cc  
C1  
1C  
Bc

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
Commuting in a New Century, Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968

44

31 Oct. 1991  
97 Haskell St  
Beverly, Mass

Dear Commuting  
in a new Century:

In response to your inquiries:

- Commute to Lynn work
- frequent train rider to Boston & Gloucester
- frequent travel to New Hampshire & points north by car.

Do not improve highway system - make it less desirable to travel by motor vehicle as those vehicles pollute the air we breathe & destroy animals & nature in general.

- Improve commute by eliminating "surprises" like foreseeable breakdown
- delays & trains arriving on time or ahead of schedule.
- Establish a bus route - regular commuting system, on Route 28 & other major highways. This should be done immediately & should have been done long ago.
- Give crazy bus drivers & other public employees who see themselves first & passengers second. Tax Cuts

On behalf of all of us interested in the issue and wishing to continue to use public transportation to travel to work, I would appreciate any help which you could provide.

Thank you for your consideration.

Very truly yours,

*Edna H. Travis*  
Edna H. Travis

cc. Joan F. Young  
Eugene A. Bober

November 17, 1991

350 Waverley Avenue  
Newton, MA 02158

Commuting in a New Century  
Central Transportation Planning Staff  
10 Park Plaza  
Suite 2150  
Boston, MA 02116-3968

To Whom it May Concern:

I was unable to attend the public meeting in Watertown attended by Newton residents on November 12, but wanted to take the opportunity to share with you my concerns about commuter problems in the period ahead. I am one of a large number of Newton residents who commute downtown to work daily via the express busses from the Newton Corner area. Specifically, we utilize the 301 bus which travels down Tremont Street through Brighton before getting on the Turnpike in Newton Corner, although what I have to say applies also to the many people who utilize the Newton Corner or Watertown busses which also get on the Turnpike in Newton Corner. These busses are considered to be a superior form of public transportation by all who use them. Although they are always too full during the morning rush hour -- often to the extent that they have to refuse passengers, they run on a schedule which is frequent enough to avoid long waits and provide a direct express route downtown to Federal Street.

Unfortunately, over the past few years, available parking in the Newton Corner area has been dramatically curtailed through the efforts of Newton Corner residents who resent the fact that commuters park in front of their houses. As a result, we Newton residents who desire to use public transportation to get to work are finding it increasingly difficult because there is no place to leave our cars.

We have been trying to work with the City and with the Mayor's Advisory Committee on Transportation to resolve this problem for the past year and a half. Many suggestions have been made, ranging from locating a public parking lot in Newton Corner over the Turnpike, using various lots which might be made available in Oak Square, and instituting an Express bus from the south side of Newton which would travel through Newton Center, where parking might be made available in a number of unutilized lots. Needless to say, nothing has been accomplished so far, and the problem will only become more acute. While it would seem obvious that any efforts to encourage commuters to use public transportation must take into account the need to make commuter parking near bus lines available, this seems to have been overlooked in regard to the Newton Corner Express Buses.



# Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? BROOKLINE (BEACON/CARLTON)  
What town do you work or go to school in? CAMBRIDGE (HARVARD)  
What other locations do you frequently travel to?  
DOWNTOWN BOSTON, FRESH PLAIN MALL, AIRPORT
2. What means of transportation do you use to commute to work or school?  
WALK OR TAKE THE T. (WALKING IS OFTEN FASTER)
3. Are there alternative means of transportation available for these trips? What are they?  
BUS #47 AND 1 -  
Comments? POSSIBLE BUT SLOW AND SCHEDULE VARIES. ALSO NO A/C IN SUMMER IS UNCOMFORTABLE.
4. What could be done to improve **your** commute? (by either highway or transit)  
Low-cost improvements 'WALK' SIGNALS AT MEMORIAL DRIVE AND WESTERN & RIVER AVENUES; ALSO PROTECTED  
Major capital investments LEFT TURNS! WOOD END (CONFUSION)  
CIRCLE SUBWAY LINE THRU E.C. KENMORE, CENTRAL, SULLIVAN, AIRPORT, SOUTH BOSTON,  
New ways to travel CITY HOSPITAL, FENWAY AREA, NONE.
5. What could be done to improve transit service to Boston?  
Low-cost improvements RUN B AND C GREEN LINE INBOUND ALTERNATING EXPRESS AND LOCAL ROUNDS, EXPRESS =  
Major capital investments NO-ONE GETS OFF BEFORE KENMORE. LINK RED AND BLUE LINES AT CHARLES STATION, HARVARD TO AIRPORT IS A MAJOR ANNOYANCE.
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements MORE FREQUENT RISES ON WEEKENDS MICROBUSES ON RT. 9 AND TO/FROM SHOPPING CENTERS.  
Major capital investments NONE.

If you are unable to attend a Transportation Town Meeting, please send your ideas to:

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47

Comment # 47

# Bring your ideas about commuting to a Transportation Town Meeting

Present them •In a short (five-minute) talk •On a map •In a written proposal  
•By filling out and submitting the following questionnaire •All of the above

1. What town do you live in? CAMBRIDGE  
What town do you work or go to school in? ALL OVER ; CONSULTANT!  
What other locations do you frequently travel to?
2. What means of transportation do you use to commute to work or school? BIKE, T, CAR
3. Are there alternative means of transportation available for these trips? What are they?  
Comments?
4. What could be done to improve **your** commute? (by either highway or transit)  
Low-cost improvements improve bicycle routes (curbs, throughways, lanes on roads, etc.)  
Major capital investments include rail connection in Central Artery Project to facilitate movement through Boston to other suburbs.  
New ways to travel Extend subway lines ; vastly expand H.O.V. lanes.
5. What could be done to improve transit service to Boston?  
Low-cost improvements begin transit lines on existing Rights of Way (reactivate)  
Major capital investments for example: the one to Watertown.
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements make 1 lane on I-28 totally dedicated to H.O.V. and put stiff penalties on companies for not  
Major capital investments encouraging use of mass transit.

If you are unable to attend a Transportation Town Meeting, please send your ideas to:

Commuting in a New Century, Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968

October 27th 1991

TO: METRA  
North Shore commuter improvements,  
Comments for public hearing,

October 29th 1991, Lynn MA

This is in response to request for comments concerning improvements to the north shore commuter rail service;

PA Service; Salem At the Salem depot; PA service:

1) provide PA service to alert waiting passengers of delays in train service.

II. Handicapped access and safety; handicapped access to the Salem depot for persons without a car was poorly planned, unsafe, etc. for the following reasons;

1) the handicapped ramp (for boarding the train) was installed to the north of the Salem depot, the furthest and most distance point from the main street. HC persons traveling to the station without a car, (eg via wheel chair) have to cross a distance of an extra 1/3 mile just to reach this remote handicapped ramp. The METRA should place the ramp to the south of the station ((closer to street and sidewalk access). This would reduce the distance the handicapped would have to travel by 1/3 mile.

2) The area north of the station is a remote area that is frequently vandal ridden. It is an unsafe area for the handicapped. It would be safer to have the ramp located to the south of the station and closer to the main street where it can more easily be monitored by police.

Solution; move the HC ramp at, or to the south of the depot.

III. General public access to the Salem depot, Pedestrians; Because of the HC ramp being installed to the north of the station, the trains now stop 1/3 mile up from the depot.

Pedestrians arriving from the west of the station now have to walk down a one-way street for 1/3 mile to reach the first train car. This is a dangerous situation for walking pedestrian at night and/or any road conditions).

IV Waiting area for passengers; Because the HC ramp was placed to the north of the station the trains no longer stop at the depot, but to the north of the depot. Temporary shelters for waiting passengers have been have been installed in this area but they provide inadequate or no protection from the elements. Because this is a remote area the "shelters" become quickly vandal ridden and unusable. It is also a dangerous place for women passengers traveling at night to wait.

Solution; see III above.

The METRA's argument to all of the above is that they will in the future be constructing a new station garage, but nothing will change to improve the above. The existing depot is less than 5 years old and they will have to make major changes (?) How much confidence can we have in their current decisions? What things will be put over?

cc; Mr. [unclear] [unclear] office

cc; [unclear]

cc; [unclear] [unclear] [unclear]

cc; [unclear] [unclear]

# Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What <sup>CITY</sup> ~~town~~ do you live in? WORCESTER  
What town do you work or go to school in? BOSTON  
What other locations do you frequently travel to?
2. What means of transportation do you use to commute to work or school?  
VANPOLE BUS
3. Are there alternative means of transportation available for these trips? What are they? NONE OTHER THAN ABOVE.  
Comments?  
WORCESTER IS THE SECOND LARGEST CITY IN THE STATE  
IT'S RIDICULOUS NOT TO HAVE OTHER COMMUTER OPTIONS.
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements ADDITIONAL PARKING SPACE @ Millbury  
Park 'n Ride or NEGOT. @ another lot for space  
Major capital investments "BULLET" train - the state does not end  
@ 495/Framingham. NOTE: this brochure was an insult to  
New ways to travel ANYONE that lives in the area
5. What could be done to improve transit service to Boston?  
Low-cost improvements  
Major capital investments  
MAY GRUDZINSKAS  
60 SOUTH ST  
WORCESTER MA 01604
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements  
Major capital investments

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
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## Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? Reading MA  
What town do you work or go to school in? Boston  
What other locations do you frequently travel to?  
Chestnut Hill, Cambridge, Concord MA
2. What means of transportation do you use to commute to work or school?  
Commuter rail, green line (Riverside), bus (sometimes)
3. Are there alternative means of transportation available for these trips? What are they? (Could use orange line and #8 bus but this would normally be slower and more dangerous, I think.)  
Comments?
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements Run Riverside cars through to North Station or provide other more frequent service between Park St and North Station  
Major capital investments provide capability to bypass breakdown cars  
provide additional tracks for express service between Park  
New ways to travel
5. What could be done to improve transit service to Boston?  
Low-cost improvements more frequent service during non-rush hour + weekends - perhaps by using shorter trains / Build-car-type cars  
Major capital investments extended orange line  
double-track from Haverhill to Boston with more frequent service along entire route  
better connection between commuter rail and rapid transit (I know this is in progress)
6. What could be done to improve transit service in the suburbs? and rail link between Ab. & So. Station  
Low-cost improvements  
Major capital investments  
Provide additional bus routes, especially circumventing 128, connecting with radial routes

If you are unable to attend a Transportation Town Meeting, please send your ideas to:

Commuting in a New Century, Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968



CTPS copy

(50)

(no original)

17 Chestnut Road  
Reading MA 01861

20 November 1991

Mr. John Haley, General Manager  
MBTA  
10 Park Plaza  
Boston MA 02116

Dear Mr. Haley:

It was a pleasure to hear you speak at the November 13 meeting of the Association for Public Transportation. Since there were more than enough questions asked and suggestions made to fill the available time, I decided to send my comments in writing.

I ride the commuter rail from Reading to North Station, and then I take the Green line to the Longwood Station on the Riverside line. It would be very helpful to me (and too many others, I am sure) if either at least some of the Riverside cars ran between North Station and Government Center or if the service frequency between North Station and Government Center were significantly increased. On my way home, even a brief delay at Government Center can cause me to miss my connection and have to wait a long time for the next train (especially at 5:30 pm and later).

Since the schedule was changed last fall, service frequency on the commuter rail on weekends is abominable. It would be helpful to have more frequent service on the weekends - and service on all lines - especially on Holidays. Perhaps shorter trains could be used to moderate the cost. I also believe that better frequency at all times would increase ridership because many people object to the long wait between trains. If commuter rail service cannot be improved between Reading and Boston, it would be helpful if the 136/137 bus could be run on Sundays with the Saturday schedule.

For the future, I think the public transportation should be provided circumferentially, such as along Rte 128 with connections to radial routes. The Martin Planning process for Reading showed that commuting patterns are changing from an emphasis on Boston to an emphasis on surrounding communities, especially along Rte 128. I expect that this is true for most suburban communities.

50

I encourage you to provide better accommodation for bicyclists on all Routes.

Since there is only one track in Reading, doors on both sides of the cars need to be opened. As long as we continue to have only one track, it would be helpful to be able to get on and off the train from both sides. I hope that there will be two tracks soon so that service frequency beyond Reading can be improved without ~~reducing~~ ~~reducing~~ service to Reading).

I would also like to see service to Portland, ME and other points beyond Haverhill Sunday, probably provided by Amtrak; therefore I advocate a direct rail connection between North Station and South Station to allow for this service.

Thank you again for speaking at the APT meeting and for listening to our comments. I hope you will take action based on many of them, and I hope that the MBTA and APT can work together to improve public transportation in our area.

Sincerely,

Carely R. Whiting

cc: APT

Central Transportation Planning Staff

51

Comment # 51

## g your ideas about commuting to a Transportation Town Meeting

- t them
- In a short (five-minute) talk
  - On a map
  - In a written proposal
  - By filling out and submitting the following questionnaire
  - All of the above

What town do you live in? **NEWTON**

What town do you work or go to school in? **BOSTON**

What other locations do you frequently travel to?

What means of transportation do you use to commute to work or school? **AUTOMOBILE**

Are there alternative means of transportation available for these trips? What are they? **TO GET TO PUBLIC TRANSPORTATION I MUST DRIVE**  
Comments? **ABOUT 3 MILES**

What could be done to improve your commute? (by either highway or transit)

Low-cost improvements **PROVIDE PARKING AT REASONABLE RATE! NEAR EXISTING BUS OR RAIL STATIONS.**

Major capital investments **CHANGE DEFICIT ALLOCATION FORMULA SO THAT A CITY WHICH BUILDS A GARAGE WILL NOT BE CHARGED WITH RESIDENTS OF OTHER CITIES WHO PARK IN THAT GARAGE**

New ways to travel

**EASE CONGESTION IN KENMERE TO PARK IN SUBWAY**

What could be done to improve transit service to Boston?

Low-cost improvements

Major capital investments **CONVERT GREEN LINE TO ORANGE LINE BY USING RIGHT OF WAY EAST OF FENWAY PARK THAT WAS USED YEARS AGO BY SO-CALLED HIGHLAND BRANCH**

What could be done to improve transit service in the suburbs?

Low-cost improvements

Major capital investments

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968

(5)

Lane & Altman

*Counsellors at Law*

101 Federal Street  
Boston, Massachusetts  
02110

Telephone  
617 345-9800

Telefax  
617 345-0400

Reference

11. 21. 91

I have been a critic of the operation of public transportation since the days of the B. E. RY (Boston Elevated Railway). My first experience was my commuting to Boston Latin School in 1926.

If anybody from the staff comes to talk with me, I'll be pleased to talk with him or her.

Newton A. Lane

# Bring your ideas about commuting to a Transportation Town Meeting

- Present them
- In a short (five-minute) talk
  - On a map
  - In a written proposal
  - By filling out and submitting the following questionnaire
  - All of the above

1. What town do you live in? *Wayland*  
What town do you work or go to school in? *- retired*  
What other locations do you frequently travel to? *Concord, Waltham, Boston*
2. What means of transportation do you use to commute to work or school?  
*Auto; MBTA from Riverside; train from Lincoln*
3. Are there alternative means of transportation available for these trips? What are they?  
*I will not drive into Boston.*

What could be done to improve your commute? (by either highway or transit)

- Low-cost improvements *Frequent bus from Wayland to Boston*  
*There is only one at 7:30 a.m. in - 5:30 out. There are no*
- Major capital investments *Restore train through Wayland* *shopping in museum hours.*
- New ways to travel

5. What could be done to improve transit service to Boston?

- Low-cost improvements *Bus from Wayland at usable hours for all. People working in Wayland*
- Major capital investments *Cannot get here if car breaks down, especially from Dorchester - Roxbury etc.*

6. What could be done to improve transit service in the suburbs?

- Low-cost improvements *Bus. Local around area - so you don't have to plan too far ahead - and don't have to ask someone.*
- Major capital investments *Train.*

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
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53) ANOTHER ISSUE - 1) REG. MAINTENANCE - 2) REASONABLE SCHEDULES (FREQUENCY) - 3) SAFETY - MORE POLICE  
 Comment # 53  
 Bring your ideas about commuting to a Transportation Town Meeting

- Present them
- In a short (five-minute) talk
  - On a map
  - In a written proposal
  - By filling out and submitting the following questionnaire
  - All of the above

NOT JUST  
 MAINTENANCE  
 CHANGE  
 LINE

- What town do you live in? ATTLEBORO  
 What town do you work or go to school in? BOSTON  
 What other locations do you frequently travel to? CAMBRIDGE
- What means of transportation do you use to commute to work or school?  
TRAVEL ALL OVER - BUS/BIKE/STREETCAR  
COMMITTEE RAIL
- Are there alternative means of transportation available for these trips? What are they?  
NO  
 Comments?
- What could be done to improve your commute? (by either highway or transit)  
 Low-cost improvements 525 + 620 - 45 MIN IS LONG TIME WAIT AT "KISH HALL"  
 Major capital investments ATTLEBORO TRAIN HAVE SERVICE ON SUNDAYS  
(SOUTH SIDE HAS NO SVC. NORTH SIDE DOES)  
 New ways to travel DISCRIMINATION  
1) IN 9 BY 13 BY 17 BY 21 BY 25 BY 29 BY 33 BY 37 BY 41 BY 45 BY 49 BY 53 BY 57 BY 61 BY 65 BY 69 BY 73 BY 77 BY 81 BY 85 BY 89 BY 93 BY 97 BY 101 BY 105 BY 109 BY 113 BY 117 BY 121 BY 125 BY 129 BY 133 BY 137 BY 141 BY 145 BY 149 BY 153 BY 157 BY 161 BY 165 BY 169 BY 173 BY 177 BY 181 BY 185 BY 189 BY 193 BY 197 BY 201 BY 205 BY 209 BY 213 BY 217 BY 221 BY 225 BY 229 BY 233 BY 237 BY 241 BY 245 BY 249 BY 253 BY 257 BY 261 BY 265 BY 269 BY 273 BY 277 BY 281 BY 285 BY 289 BY 293 BY 297 BY 301 BY 305 BY 309 BY 313 BY 317 BY 321 BY 325 BY 329 BY 333 BY 337 BY 341 BY 345 BY 349 BY 353 BY 357 BY 361 BY 365 BY 369 BY 373 BY 377 BY 381 BY 385 BY 389 BY 393 BY 397 BY 401 BY 405 BY 409 BY 413 BY 417 BY 421 BY 425 BY 429 BY 433 BY 437 BY 441 BY 445 BY 449 BY 453 BY 457 BY 461 BY 465 BY 469 BY 473 BY 477 BY 481 BY 485 BY 489 BY 493 BY 497 BY 501 BY 505 BY 509 BY 513 BY 517 BY 521 BY 525 BY 529 BY 533 BY 537 BY 541 BY 545 BY 549 BY 553 BY 557 BY 561 BY 565 BY 569 BY 573 BY 577 BY 581 BY 585 BY 589 BY 593 BY 597 BY 601 BY 605 BY 609 BY 613 BY 617 BY 621 BY 625 BY 629 BY 633 BY 637 BY 641 BY 645 BY 649 BY 653 BY 657 BY 661 BY 665 BY 669 BY 673 BY 677 BY 681 BY 685 BY 689 BY 693 BY 697 BY 701 BY 705 BY 709 BY 713 BY 717 BY 721 BY 725 BY 729 BY 733 BY 737 BY 741 BY 745 BY 749 BY 753 BY 757 BY 761 BY 765 BY 769 BY 773 BY 777 BY 781 BY 785 BY 789 BY 793 BY 797 BY 801 BY 805 BY 809 BY 813 BY 817 BY 821 BY 825 BY 829 BY 833 BY 837 BY 841 BY 845 BY 849 BY 853 BY 857 BY 861 BY 865 BY 869 BY 873 BY 877 BY 881 BY 885 BY 889 BY 893 BY 897 BY 901 BY 905 BY 909 BY 913 BY 917 BY 921 BY 925 BY 929 BY 933 BY 937 BY 941 BY 945 BY 949 BY 953 BY 957 BY 961 BY 965 BY 969 BY 973 BY 977 BY 981 BY 985 BY 989 BY 993 BY 997  
 5. What could be done to improve transit service to Boston?  
 Low-cost improvements ALSO FOR PEOPLE TRAVELING TO IF FROM MAINE PLACES  
 Major capital investments EXTENDING TROLLEY SERVICE TO FOREST HILLS  
ALSO - REGULAR MAINTENANCE + SERVICE (4 - KIDSHIP)  
WHERE PRACTICAL + SOME OFF FEAR BUS SERVICE  
 6. What could be done to improve transit service in the suburbs?  
 Low-cost improvements RESEARCH - (ASK THE PUBLIC)  
CROSS TOWN BUS ROUTES - E.G. ARLINGTON  
 Major capital investments TO WATERTOWN -  
RIGHT NOW - TAKE # 77 TO HARTLEY  
THEY WAIT FOR # 71 BUS  
RE: BUS SCHEDULES -

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
 Commuting in a New Century, Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968  
 IF I WOULD LIKE TO GO BACK TO IMMEDIATE BOSTON AREA  
 ONLY INTERESTED IN 2-3 AREAS - BUS LINES WATERTOWN



# Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? **MARSHFIELD**  
What town do you work or go to school in? **BILLERICA**  
What other locations do you frequently travel to? **BOSTON**
2. What means of transportation do you use to commute to work or school?  
**CAR**
3. Are there alternative means of transportation available for these trips? What are they?  
Comments? **NO**

4. What could be done to improve **your** commute? (by either highway or transit)  
Low-cost improvements

Major capital investments

**WIDEN HIGHWAYS RT 3 + 128**

New ways to travel

**TRAIN TO BOSTON FROM MARSHFIELD**

5. What could be done to improve transit service to Boston?  
Low-cost improvements

Major capital investments

**TRAINS**

6. What could be done to improve transit service in the suburbs?  
Low-cost improvements

**BUSES**

Major capital investments

**BUSES**

**M. Vannata Sr.**

**M. VANNATA SR.  
41 OAKLEAF DR.  
MARSHFIELD MA  
02052**

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
Commuting in a New Century, Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968

55

# Bring your ideas about commuting to a Transportation Town Meet

Present them •In a short (five-minute) talk •On a map •In a written proposal  
•By filling out and submitting the following questionnaire •All of the above

1. What town do you live in? Bedford  
What town do you work or go to school in? Work at Northeastern Univer  
What other locations do you frequently travel to? —
2. What means of transportation do you use to commute to work or school? Drive to Alewife station and take Red and Orange line
3. Are there alternative means of transportation available for these trips? What are they? Sometimes take MBTA bus from Bedf  
Comments? to Alewife
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements Allow parking in various places the bus line such as at shopping areas. The only area near Alewife is in Arlington. That means no  
Major capital investments must be dropped off at bus st rather than parking and taking the bus.  
New ways to travel Capital Investments: None.  
- Advantage - cut traffic to Boston + T stations.
5. What could be done to improve transit service to Boston?  
Low-cost improvements Extend "T" and some as above  
Major capital investments
6. What could be done to improve transit service in the suburbs? see # 4.  
Low-cost improvements  
Major capital investments None

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
Commuting in a New Century, Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-34



**CARAVAN for Commuters, Inc.**

ten Park Plaza Suite 2180 Boston, MA 02116 (617) 973-7189 Fax: (617) 973-8849

November 25, 1991

Mr. Richard L. Taylor, Secretary  
Executive Office of Transportation and Construction  
10 Park Plaza  
Boston, MA 02116

Dear Secretary Taylor:

As the Commonwealth plans for mobility in the twenty-first century through its "Commuting in a New Century" process, it is clear we must maximize use of our existing highway and transit infrastructure, focusing on moving people rather than vehicles.

As Massachusetts non-profit commuter services company, CARAVAN provides comprehensive transportation services to commuters and their employers which facilitate transit and shared ride transportation alternatives to drive alone commuting. Our programs, which reduce demand for new highway facilities during this time of constrained national, state, and local budgets, improve air quality, save energy, and ease traffic congestion.

In the face of dramatic increases in car ownership, stable gas prices, and fuel supplies, it will take incentives, time and cost savings, to convert commuters to shared ride alternatives. CARAVAN's services must be seen as part of a comprehensive system, only some parts of which are now in place in Eastern Massachusetts. We should add:

- \*High occupancy vehicle lanes, offering significant time savings for commuters and other travelers who share the ride;
- \*Increased park-and-ride lots and parking spaces at transit stations, to intercept commuters early in their trips onto more efficient forms of transportation;
- \*HOV toll discounts and priority lanes at toll booths, such as those already in operation on the Mass Pike;
- \*Preferred parking rates and locations for carpools and vanpools at their destinations.

Comment # 56

November 25, 1991  
Secretary Taylor  
Page 2

These system elements, when combined with CARAVAN services such as ride-matching and development with business leaders of on-site commuter service initiatives, can make alternative commuting modes competitive with driving alone.

In addition, system adjustments which make subway, rail, and bus commuting more convenient will make these modes more attractive to transportation consumers. In our work, we find a demand for:

- \*Increased information, maps, and schedules about all modes;
  - \*Simpler, more convenient ticket sales.
- Consumers who can buy products and services ranging from food and clothing to stocks and bonds by telephone with credit cards, 24 hours a day, balk at long lines, cash-only rules, and limited sales hours for transportation tickets. Alternatives worth consideration include:
- \*Debit cards;
  - \*Transit passes by phone, chargeable to credit cards;
  - \*Unified tickets accepted by all private carriers (now, employers would have to sell tickets from nearly 20 different companies to provide work-site pass sales for employees who commute by bus);
  - \*Vouchers for employer-provided transit discounts.

As a member of the PMT Advisory Committee, CARAVAN looks forward to planning with the Commonwealth's transportation policy makers for improved mobility in the next century.

Sincerely,

*Carolyn D'Ambro*  
Carolyn D'Ambro  
Executive Director

✓cc: Commuting in a New Century, CTPS



**MASSACHUSETTS GENERAL HOSPITAL.**

Boston, Massachusetts 02114

November 27, 1991

**TO: The Transportation Town Meeting,  
Hosted by the Executive Office of  
Transportation and Construction.**

**RE: Comments for File about Commuting**

**OVERVIEW**

The Massachusetts General Hospital is the oldest, nonprofit general hospital in New England. It is also a teaching hospital.

MGH employs 11,302 people, within a 26 building campus area located in the West End of Boston. Our employees work a variety of shifts such as: regular, rotating, flex, 12 hour; 7 days a week, 24 hours a day. Thus, stretching the peak hour commute both earlier and later than it is now. For example, approximately 16% of our "day time" commuters fall outside the current early morning commute times. These employees work in the Environmental Service department, the Dietary department, and they are operating room support personnel.

Recently, we conducted two different commuter surveys, one for patients and visitors, and one for employees.

For purposes of this Commuter Town Meeting, only statistics and comments that refer to our MGH main campus located in the West End of Boston, will be used.

The results of the surveys have helped us understand the commute patterns of these people. The following is a brief description.

**EMPLOYEES**

Of the 11,302 employees at our main campus, 51% live within a 10 mile radius, with round trip miles (rtm) of up to 20 miles; 30% live within the 10 - 20 mile radius with a 20 - 40 rtm; 13% live between a 20 and 40 mile radius, with a 40 to 80 rtm; and 6% live 30 miles and beyond with a rtm of 60+. Additionally, 27% of our employees who live outside the Boston core, live in the North and North Shore travel corridors.

pg -2-

Fifty six percent of our employees are FTE working the day shift. Of this number 32% take the MBTA, 40% come by car, of those coming by car, 17% rideshare.

**PATIENTS AND VISITORS**

An estimated 3,373 non emergency people come to the MGH each day by car, either for out patient services or to visit a patient. We found that in addition to this daily number, fully 32% or another 1,079 people, arrive by MBTA.

Thousands of people arrive at MGH's Main Campus daily. If we add the people who work and are treated at Massachusetts Eye and Ear Institute (MEEI), and Shriners, both also located on our main campus, we represent a significant number of commuters.

**SUGGESTIONS AND IDEAS**

The views and ideas that follow are a collection of issues and concerns shared by staff of MGH, MEEI, and Shriners. Also included are the comments directly received about transportation needs that come from commuters.

The following is a compilation of their concerns, restructured into suggestions for a better commute:

**HIGHWAY**

**LOW COST COMMUTE IMPROVEMENTS:**

- Designate a diamond (HOV) lane on the surface streets between the Central Artery North and the MGH campus for use by our MGH Shuttle Service, which runs along Causeway Street every 5 - 10 minutes all day long, Emergency Vehicles, Buses, Vanpools, Carpools, and Taxis.
- Make available grant monies to MGH and work with us to design and purchase electronic commuter message boards which would display pertinent messages about road conditions. The MGH message centers would be linked to the central control board of the MBTA, CA/T, BTD etc. The boards would be displayed on our two main garages and in the White Lobby. This linkage would give us the capability of responding faster and more efficiently to traffic congestion, and any disasters. This capability also aid the thousands of patients, visitors, and employees who will be continuing to commute during the construction of the CA/T.
- Work with MGH in identifying and obtaining various Park and Ride lots located within a 10 mile radius of MGH, where 51% of our employees live. By offering Park and Ride lots, we could increase our incentive to rideshare.

- Establish more suburban Park and Ride lots near local amenities such as, convenience stores, pharmacies, and cleaners. Many of our commuters say that they need their car to do errands, and therefore cannot rideshare.
- Work with us and other medical areas in the Boston area to set up a pilot subscription bus program for our collective "off shift" and "12 hour shift" workers.

#### MAJOR IMPROVEMENTS:

- Design and designate an HOV Lane Loop connecting the four MBTA Stations within the West End area. Set up a pilot public/private shuttle service which would transport employees, patients and visitors who are physically challenged, as well as other commuters going to and from the hospital and to public transportation.

#### PUBLIC TRANSIT:

#### MAJOR CAPITAL INVESTMENT

- Our absolute priority is to have the Charles Street Station assessable for handicapped people. As the Central Artery is the missing link in the highway transportation system, to us, the MGH/Charles Street MBTA station is the missing link to handicapped assessable public transit. You can get to Kendall and you can get to Park Street, but you can't get to MGH if you are Handicapped.

#### LOW COST IMPROVEMENTS

- Extend the peak operating times in the AM on the Commuter Rail system so that not only MGH medical workers can get in before 5:30 a.m. but also the workers in the Longwood Medical area, and the South End Medical Area, and other hospitals. These workers taken together represent a significant latent demand and could be potential "T" riders.
- Increase Saturday and Sunday service, especially on Commuter Rail to Framingham and on the Bus Route #93 to Charlestown Navy Yard.
- Offer a special low budget commuter ticket on the Commuter Rail similar to the Rapid Transit Subway Only (B) Pass. This ticket would mean you could travel from point A to point B only, and use no other services.
- Work with major employers to not only sell "T" monthly passes but also 12 ride tickets, 10 tokens rolls, and visitor passes.

- Increase the visibility of MBTA security and police at the Charles Street Station after 6 p.m., as many of our workers say they are afraid to be on the platform at night. This fear presents a real barrier to using the "T".

Thank you for the opportunity to share with you some of our commute needs and concerns, and some ideas, and suggestions for change.

Respectfully submitted,

*Stephen M. Ashton*

Stephen M. Ashton, Commuter Service Representative  
Massachusetts General Hospital

CA:lmc

wp: townmeet



DIRECT RAPID TRANSIT SERVICE  
FROM LOGAN INTERNATIONAL AIRPORT TO  
DOWNTOWN BOSTON VIA A HARBOR TUNNEL --  
A PROPOSAL

This proposal is submitted as public commentary to the Central Artery Project Supplementary Environmental Impact Statement (SEIS).

BY ROBERT H. GLOTZER  
(August 16, 1990)

The Author intends this proposal to be that of a private citizen, and in no way to reflect the position of any public or private body, authority, company, political party, or trade union with which he may be affiliated.

The lack of adequate non-highway ground transportation to and from Logan International Airport from the City of Boston and the metropolitan area is a critical economic issue for the Commonwealth of Massachusetts. As surface access to Logan Airport becomes more constrained every year, the economic value of Logan to Massachusetts, the City of Boston, and the New England Region is diminished. Highway routes to and from Logan are often virtually frozen for hours at a time, even in off-peak commutation periods. (On Easter Sunday of 1988, a dry and sunny day, two and one half hours were required to go from Logan Airport to Downtown Boston through the Summer Tunnel.) These conditions affect the reliable movement of freight and commercial shipments to airport terminals; shipments which are just as vital to the economic health of the region as the reliable surface movement of passengers and employees to Logan Airport and its associated Air transport industries.

In the next two decades, metropolitan Boston will experience a level of public construction without precedent in modern times. Among the proposed public works are new sports stadiums and arenas, a solid waste disposal facility for the City of Boston, the clean-up of the Boston Harbor, and the development of the Fan Pier Area.

Foremost among the planned public works is the construction of the Third Harbor Highway Tunnel and the depression of the present Central Artery. The Third Harbor Highway Tunnel is intended to provide relief for automobile

traffic in the trans-Harbor corridor from Downtown Boston to Logan International Airport and the North Shore. The Third Harbor Tunnel also recognizes Logan as the largest traffic generator in the region by formally linking the airport to the national interstate highway system.

The Depression and widening of the Central Artery is designed to relieve traffic on the streets of the Central Business District and Downtown residential neighborhoods. The revision of the Central Artery reflects the enormous growth of the central business district, and the parallel growth of both local and regional automobile traffic.

Like the tunnel-artery project, the Green Line to Logan project recognizes Logan Airport as the largest traffic generator in the region by linking the Logan International Complex directly to the subway grid of the metropolitan area and by providing relief for airport-oriented passengers in the Downtown and Trans-Harbor Corridors. The Green Line to Logan project recognizes new configuration of the Central Business District by furnishing direct "one seat, one fare" service to Logan Airport. Like the Central Artery, the Green Line to Logan proposal also affords traffic relief to the Central Business District and to downtown neighborhoods. In addition, the Green Line to Logan project potentially affords substantial relief for airport oriented passengers during construction of both the Third Harbor Tunnel and the depression of the Central Artery.

Conventional wisdom holds that "Yes, transit improvements in the newly configured downtown and in the Trans-Harbor Corridor are necessary and inevitable--but only after the completion of the tunnel-artery project." The Green Line to Logan project takes a different view, saying: "Without additional non-highway transit relief for airport-oriented passengers, the successful and timely completion of the tunnel-artery project may be doubtful. With transit relief in the Logan-Boston Corridor, the resulting relief for highway traffic will expedite construction of the Tunnel and the Artery in a timely manner."

Studies of passenger origins to Logan Airport by the Central Transportation Planning Staff (CTPS) have repeatedly shown that substantial numbers of Logan-bound passenger trips originate in the Central Business District (CBD) of Boston (including the Waterfront, Financial and retail areas, the Back Bay, Cambridge, and the Medical Center areas), and the Western and Northwestern suburbs. (Figure I-A & I-B; Figure II-A & II-B.) While these areas are served by numerous MBTA rail and rapid transit lines, none of them provide direct "one-seat" service from the Logan passenger terminals to the CBD generators of airport oriented trips.

The physical boundaries and sheer mass of the Central Business District of Boston have evolved in a configuration unforeseen a decade ago. The CBD has crossed the Charles River into the Kendall Square area of Cambridge. (Figure III.) The



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expansion of the CBD continues to the south of the traditional financial and business areas, crossing the Fort Point Channel and enveloping the former warehouse area of South Boston.

#### CURRENT PLANS FOR IMPROVED AIRPORT GROUND ACCESS

The Commonwealth of Massachusetts is preparing to extend the Blue Line from the present Bowdoin Street terminal under Cambridge Street at the Saltonstall Building (from Blossom Street, adjacent to the present Holiday Inn) to a new connection below the present Red Line Charles Street station. (Figure IV.) The Cambridge Street extension for the Blue Line affords a desirable new connection with the Red Line but cannot provide Rail Rapid Transit Service directly from Logan Airport to the newly configured central business district of Boston; the Back Bay, the Waterfront, the Financial District, Government Center, or the Medical area.

#### A PROPOSAL FOR GREEN LINE RAIL TRANSIT ACCESS TO LOGAN AIRPORT

At present, a trip to Logan Airport from the Back Bay (or points west) requires two transfers. The first transfer is from the Green Line to the Blue Line at Government Center. In practical terms, the transfer at Government Center means debarking from a Green Line Light Rail vehicle, walking down several flights of stairs to the Blue Line (usually with luggage and parcels), and boarding a Blue Line train to Airport Station. (Blue Line trains presently have no luggage racks for airport-bound passengers with suitcases and parcels.) At

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Airport Station, passengers must either climb more stairs or use a narrow escalator to reach the Mezzanine Level. Airport-bound travelers with their luggage regularly get in the way of North Shore Commuters; a constant source of friction on Blue Line trains. At the Mezzanine Level, passengers must then board a shuttle bus (the third vehicle of the trip) to reach the appropriate airline terminal. Trips to Logan Airport from the Financial District (State Street and Government Center Stations) still require the same transfer to the shuttle bus at Airport Station. It is not surprising that only six percent of Logan passengers take rapid transit to the airport, given these inconveniences inherent in the present rail transit environmental. (Figure V.)

#### Logan Public Transportation Infrastructure

The Blue Line is the only MBTA Rapid Transit route across the Boston Harbor. (No MBTA bus routes currently serve Logan.) This line utilizes the smallest (in terms of width, length and height) rolling stock of any MBTA Transit Line, reflecting its conversion from a Green Line style street car subway some 60 years ago. Of all four MBTA Rail Transit operations, only the rolling stock of the Green Line and the Blue Line can be used in a joint operation to afford a through connection to Logan Airport. Both vehicles share common track gauge, common traction voltage, and essentially the same "clearance

envelope", due to similar tunnel architecture. (Figures VI-A, VI-B, VI-C.)

The Green Line serves the Back Bay, the Hynes Auditorium, the new Hynes Auditorium, dozens of hotels and colleges; and provides the sole MBTA transit connection to Route 128 (at the Riverside Terminal in Newton). The Green Line alone directly serves the perimeter of the affluent western suburbs and office parks along Route 128 that also generate significant numbers of airport-bound passenger trips.

Blue Line stations serve Government Center (Government Center Station), the Financial District (State Street Station), and the new and expanding Waterfront Business District (Aquarium Station) before crossing beneath the Harbor to East Boston and the northern suburbs. The Financial District is now generally considered to include both the Waterfront and the new developments across the Fort Point Channel in South Boston.

Both of these areas have many large new hotels and tens of thousands of square feet of new office and commercial space that are strong generators of airport-bound passenger trips for business and commercial travelers.

#### THE GENERAL PLAN FOR GREEN LINE RAPID TRANSIT TO LOGAN AIRPORT

The existing Green Line can be connected to the planned Blue Line terminal at a new "Charles Circle Under" station, via a "Cut and cover" tunnel under Charles Street, from a turnout at the main Green Line at Boylston and Charles Street South. (Figure VII.) The proposed Charles Street connecting tunnel to

the new Blue Line "Charles Circle Under" Terminal will begin near an unused incline in the Green Line tube (approximately 300 feet east of the present Arlington Street Station), where the eastbound Green Line Rail would curve to the left under Charles Street. The eastbound rail would then continue northbound under Charles Street to connect with the new "Charles Circle Under" terminal on the Blue Line. The southbound rail returning to the Green Line from "Charles Circle Under" would rejoin the westbound main Green Line rail by means of a conventional flat junction and turnout. (Figure VIII).

The new connection at Charles Street and Boylston would allow modified Green Line Light Rail Vehicles (LRV's) to operate over Blue Line rails via the Blue Line Harbor Tunnel into Logan Airport proper. (Figure IX.) In this way, the Financial District, Government Center, the new Waterfront Business District, the new Massachusetts Convention Center Authority Auditorium and Exhibition Hall Complex, and the Back Bay would be provided with direct "one-seat, one-fare, one ride" rail transit service to Logan Airport proper. These areas (along with the western and northwestern suburbs) have or will consistently produce a substantial share of transit mode airport-bound passenger trips.

This project can be achieved without any land taking without the removal of any structures, relieving the construction of a Charles Street connecting tunnel from the

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tadious and expensive proceedings of eminent domain, condemnation, or indemnity to property owners.

#### ROLLING STOCK

Green Line service to Logan Airport can be furnished by appropriately modified Green Line Light Rail Vehicles. (Figure X.) These modifications will include new doors, interiors, power collection equipment, signal gear, and brake system modifications to make Green Line vehicles compatible with the Blue Line operating environment.

#### POWER SYSTEMS

Both the Green Line and the Blue Line operate on 650 volts of direct current for traction (propulsion) power. Green Line trains use roof-mounted pantographs to draw traction current from overhead catenary lines. Blue Line trains use third-rail shoes to draw 650 volts of direct current from the present Boudoin Street terminal as far as Maverick Square. From Maverick Square to Wonderland Terminal, Blue Line trains use pantographs to pick up traction power from overhead catenary, much like the pantographs used on Green Line Light Rail Vehicles.

Green Line Light Rail Vehicles designated for airport service must be fitted with third-rail shoes for service from the Charles Street connecting tunnel to Maverick Square. Pantograph shoe compatibility must be assured for LRV's to operate on the catenary wire of the two lines. Third-rail shoes fitted to Light Rail Vehicles on the Green Line must be

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designed to be electrically "dead" when not used in the power collection mode to prevent potential injury to both unauthorized persons on the right-of-way and MSTA operating personnel. Related traction power collection equipment beneath LRV car bodies must also be included in any such "cut-out" circuits for third rail shoes.

Anti-climbers (corrugated street sills mounted at the end of transit car bodies to prevent telescoping in the event of collisions) on LRV's must be modified to match the height of anti-climbers on Blue Line car bodies.

#### BODY MODIFICATIONS TO LIGHT RAIL VEHICLES FOR AIRPORT SERVICE

The interiors of Green Line Light Rail Vehicles designed for airport service will require some modifications for luggage racks, multi-lingual maps, and signs, etc. In order for Green Line LRV's to use low level platforms on the Green Line and high level platforms on the Blue Line, multi-level boarding steps and matching door hardware will have to be retrofitted on LRV's rebuilt or ordered for airport service. The use of multi-level steps and doors on LRV's and streetcars has long been a practice in Europe. Variable height steps are successfully used on Boeing Vertol LRV's operated in the City of San Francisco. (Figure ) In this respect, we are dealing with a proven and familiar technology, one that is available from "off the shelf" sources both in the United States and overseas.

#### SIGNAL MODIFICATIONS TO GREEN LINE LIGHT RAIL VEHICLES

The Green Line (a Light Rail System that feeds into a Rapid Transit-style subway operation from Kenmore Square to Canal Street via the Back Bay) and the Blue Line (a conventional high platform Rapid Transit operation) employ different signal systems. Blue Line signals feature automatic mechanisms (known as "trip stops") at each signal to prevent trains from passing by red lights. Green Line vehicles will require the retrofitting of "trip valves on each leading power "truck," (the wheel sets at either end of each Light Rail Vehicle,) with related brake line modifications to activate trip stops on Blue Line signals.

#### ADVANTAGES OF DIRECT GREEN LINE TO LOGAN AIRPORT TO THE MBTA

Disparate classes and sizes of rolling stock have always been an operating problem for the MBTA rapid transit lines. An operating connection between the Green Line and the Blue Line permits the Authority to consider at least some common vehicles for both lines in the future, with attendant economies in operations, procurement and maintenance.

While the Blue Line is the sole MBTA rapid transit route on the north side of the Boston Harbor, it has one route with limited downtown circulation. In contrast, the Green Line has four separate routes, all of which could theoretically operate directly to Logan (from as far as Route 128 at the Newton-Wellesley border), after circulating through the Back Bay, Government Center, and the Financial District.

The City of Lynn has long sought a Blue Line extension to its Business District from the present Wonderland Terminal. An extension to Lynn using Light Rail Vehicles offers potential savings in both construction and engineering.

A joint Green-Blue Line route to Logan via Charles Street relieves pressure on the congested Lechmere-Arlington section of the Green Line. This provides MBTA operations personnel (and MBTA member communities) with more flexibility in both service planning and vehicle utilization. This will be a critical advantage if the presently unused Tremont Street Tunnel is reactivated for revenue service from the South End and Roxbury into the Green Line Central Subway.

Current MBTA bus operations over the Tobin Bridge are often subject to delays due to heavy traffic. A Green Line route across the harbor provides the Authority with upgraded service options for North Shore communities.

#### THE IMPLICATIONS FOR THE REGIONAL ECONOMY

The construction of the Green Line directly to Logan coincides with the development plans for the new Hines Auditorium and Exhibition Complex currently under construction by the Massachusetts Convention Center Authority. The Green Line extension to Logan would further stimulate economic activity in the metropolitan Boston area. Rapid transit to Logan Airport from the Hines Auditorium area, the Back Bay, the Financial District, and the Waterfront, greatly increases the competitive appeal of the Massachusetts Convention Center Authority's facilities as a site for conventions, exhibitions, and trade fairs. Such events that will attract patrons from not only the New England region and the eastern seaboard but the rest of the United States and Europe as well. The development of the convention, tourist, and hospitality industries is critical for the economic well-being of Eastern Massachusetts to replace jobs once traditionally available in the manufacturing sector. The availability of Rail Rapid Transit from the airport to the Central Business District and the facilities of the Massachusetts Convention Center Authority will also greatly enhance the value of Boston as a Business and Commercial Center.

NEAR TERM ACTIONS NEEDED ADVANCE TO SUPPORT  
A GREEN LINE EXTENSION TO LOGAN

At this point, this is a proposal that needs to be refined, "fleshed out" with data, and presented in such a way that it can be readily explained and visually displayed to the interest groups and media outlets that will be directly affected by the construction of the Green Line to Logan. These interest groups would include components of the hotel, restaurant and hospitality industries, Air Transport industries, Business Conservation, and Neighborhood groups, the Bay State Labor Council, and the news media. It is safe to say that the academic community of Massachusetts, particularly those institutions involved in urban planning and architecture would be potential supporters of this project.

No large program of public works is "easy." Certainly this is not an "easy" project. To plan it, present it, and execute it will require time, patience and skill. What a direct Green Line to Logan Airport offers, compared to other solutions to the highway transportation situation in the Boston CBD to Logan corridor are substantial immediate economic benefits with far smaller expenditure compared to all other solutions.

Just as the Third Harbor Tunnel recognizes Logan Airport as the largest traffic generator in the region by connecting the airport to the interstate highway grid, the Charles Street connector enables MBTA trains from the central business district to use the Blue Line tunnel to gain direct airport

access. The Green Line to Logan proposal also recognizes Logan as the largest regional traffic generator by directly connecting the airport with the regional transit (and commuter rail) grid.

This plan utilizes vehicles and technology that are proven and operational. This plan utilizes a tunnel to cross the Boston Harbor that is already in place, fully amortized, and has much excess capacity. The use of the LRV rapid transit vehicle to enter Logan Airport proper permits physical integration of rail rapid transit into the existing airport environment without expensive new facilities. This advantage brings airport-bound transit passengers as close to the tarmac as is humanly possible with Rail Rapid Transit.

(9)

**CLF**

Conservation Law Foundation

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02108 1407  
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November 29, 1991

Robert Sloan  
Central Transportation Planning Staff  
10 Park Plaza  
Boston, MA 02116

Re: Program for Mass Transportation

Dear Mr. Sloan, *Bob*

The Program for Mass Transportation is an important opportunity to examine the Commonwealth's long-term mass transit investment strategy. It is the expectation of the Conservation Law Foundation that the current PMT process will be thoughtful and deliberate, reflecting the importance of the task.

Our initial thoughts concerning mass transit investments for the next several years include the following projects:

- o A Blue Line extension from Charles Circle to Kenmore Square and Route 128 via Riverside
- o Other rapid transit connections to Route 128 such as a Red Line extension from Alewife Center westward.
- o A regional rail link connecting rail markets north and south of Boston
- o Commuter rail service to Worcester
- o MBTA-sponsored vanpool service and other demand-management strategies
- o High Occupancy Vehicle programs specifically aimed at utilizing HOV facilities to be incorporated in the Central Artery Project
- o All of the projects listed in the current Transportation Implementation Plan (TIP)

Conservation Law Foundation

Thank you for the opportunity to comment. We look forward to participating further in the PMT process.

Sincerely, *[Signature]*  
Andrew Hamilton  
Staff Scientist

Comment # 59

Charles Bahne II  
224 Concord Avenue  
Cambridge, Massachusetts  
02138

617/354-0539

November 29, 1991

Commuting in a New Century  
Central Transportation Planning Staff  
10 Park Plaza, #2150  
Boston, Massachusetts 02116-3968

Dear Friends,

The following comments on the proposed revision of the Program for Mass Transportation are intended as a supplement to the oral presentation which I gave at the Transportation Town Meeting on October 30, 1991.

**Process** — It is essential that the PMT revision process be kept open throughout its duration. In addition to meetings of the PMT Advisory Committee, there should be "transportation town meetings" at each stage of the process over the full three-year period. Mailings should also be sent on a regular basis to all those who attended the town meetings that were already held.

**Priorities** — The finished PMT document ought to have a clear description of priorities for the various projects that are recommended. One of the failings of previous PMTs was that they were simply a "laundry list" of projects without any sense of priorities.

**Transportation Markets** — Publicity to date indicates that the PMT revision process will focus on commuting. While this is obviously an major segment of the travel market, there are other segments which need to be considered in the PMT, including

**Inter-city travel** — This includes ground travel to and from Logan Airport and other intercity terminals such as South Station. It also includes projects such as high speed rail which will result in mode shifts away from air. Finally, this also includes medium distance travel for which air is not normally an option, such as Boston-Cape Cod, Boston-Worcester, Boston-Portland ME, Boston-Albany NY, etc.

**Visitors to Boston** — This includes both tourists and other recreational visitors to the city, and business travelers

**Specific projects** — The following specific transportation improvement projects should be included in the revised PMT

**North-South rail tunnel through downtown Boston** — This project, which was included in the last PMT, and which was originally planned to have been a part of the Central Artery Project, is probably the most important transportation improvement that can be done in Boston at this time.

There has been much discussion about which market a North Station-South Station rail tunnel should be built to serve. The answer is that it should be planned to serve not just one, but several markets, including

— Inter-city travel, allowing through train service (for example) from New York to Portland.

- Extension of New York-oriented high speed rail service to northern Massachusetts, with stations at Route 128 north (Mishawum) and Route 495 (Lawrence or Lowell).
- Improved commuter rail distribution in downtown Boston and Back Bay
- Improved connections between commuter rail lines and rapid transit lines, eliminating multiple transfers which are now required (for example, between Rockport Line and Red Line, or between Attleboro Line and Blue Line)
- Improved connections between commuter rail lines (north of Boston) and intercity rail and bus services at South Station.

Given the significance of this rail connector project to the entire New England region, it seems likely that the project will receive federal funding when it is built.

**Commuter/intercity rail connector to Logan Airport** — The route which I propose would follow the Rockport Line from North Station to Chelsea. At Broadway in Chelsea, it would branch to the south and follow an existing and largely intact rail right-of-way into East Boston. The rail terminal should be built immediately adjacent to (or underneath) the proposed new central terminal for the airlines. An alternate route, which would be much more expensive, would be a tunnel under Boston Harbor from the South Station area to the airport.

In conjunction with the North-South rail tunnel through downtown Boston (see above), this connector would allow commuter and intercity trains from all points in New England to travel directly to the airport. If a new airport is built, this connector would also allow direct rail service between Logan and the new airport.

Some trackwork in the Sullivan Square-Simerville rail yards area might also be necessary to make track connections between the new Airport Line and other north side lines (Fitchburg Line, Lowell Line, etc.) Access to the Rockport/pswich Line could be via existing tracks through East Boston and Revere.

Again, given the significance of this rail connector project to the entire New England region, it seems likely that this project will receive federal funding.

**New commuter rail station at Alewife** — A new commuter rail station should be built on the Fitchburg Line adjacent to existing Alewife station. A pedestrian overpass or grade crossing should also be built here to allow pedestrian (and, if possible, trolley and shuttle vehicle) to the Alewife Red Line station from the industrial area south of the Fitchburg Line tracks.

**Extension of existing Waterbury tracks to Newbury Corner** — Newbury Corner is a major transfer point for MBTA buses; however, the existing service makes it very difficult to make a Newbury-to-Harvard Square commute by public transit. (Such a trip now requires two transfers and two long walks from one bus stop to another.) Power distribution infrastructure already exists along Galen Street, and it would be very easy to extend the trackless trolley line from Waterbury to Newbury Corner.

**New commuter rail station at Newton Corner** — Officials of Newton have long expressed interest in such a station, and in the possibility of building a "transit center" in Newton Corner. In conjunction with the extension of the Waterbury trackless trolley line, this commuter rail station would make Framingham Line-to-Harvard Square commutes possible by public transit.

**Transit improvements to the Massachusetts Avenue corridor, between Harvard Sq. and Boston City Hospital** — The MBTA's #1 bus carries more passengers than any other MBTA bus route (except for the #39 Green Line substitute). However, traffic congestion along this route often makes the bus unreliable. Improvements which ought to be considered include special bus lanes,



preferential signals for buses, and possibly a limited stop express service. In the long term, a new crosstown subway line — perhaps a branch of the Red Line between Central and JFK/UMass stations — should be considered.

*Street realignment at Brookline Village to facilitate bus access to Green Line station* — The Riverside Line station at Brookline Village is poorly served by buses. The existing concrete median barrier on Washington St. (Route 9) at Pearl St. makes it impossible to reroute most bus routes closer to the station. Redesign of this intersection, including traffic signal improvements, would allow buses to operate on Pearl St. and stop immediately adjacent to the station. This improvement could be used by existing MBTA bus routes 60 and 65, by possible future MBTA bus routes serving Huntington Avenue, and by employers shuttle services.

*Surface light rail line between South Station and North Station or Haymarket, following either (a) Atlantic Avenue/Commercial Street or (b) the Central Artery alignment* — Compared to other parts of downtown Boston, the waterfront and North End areas are poorly served by public transit. In addition to large real estate developments (Rowes Wharf, International Place), this area also contains a number of major tourist attractions. The potential of a light rail line serving this area deserves investigation. One possibility would be a historic trolley operation similar to that operated along Seattle's waterfront.

*Ferry boat docks at North End Park (Commercial St., Boston) and at Charlestown Navy Yard Pier 1* — Hundreds of thousands of people walk the Freedom Trail every year. The walk between Old North Church and the U.S.S. Constitution is long and very unattractive — literally an embarrassment to the city of Boston. A seasonal ferry shuttle, operating from the foot of Copps Hill Burying Ground to the Constitution, would be extremely well patronized. My personal assessment, based on 12 years experience working with various Freedom Trail sites, is that, since the ferry landings were built, such a ferry service would be able to turn a profit even at a minimal fare.

*Extension of the "Orange Line replacement service" from Dudley Sq. to Mattapan Sq.* — Original plans for the replacement service — and the last PMT — included an extension via Warren St. and Blue Hill Ave. to Mattapan. This corridor has very heavy transit ridership (and very heavy transit dependency), yet is served more poorly than most other corridors. Racial and economic equity demands that this neighborhood have better transit service than it does now.

Thank you for the opportunity to comment on these issues.

Sincerely yours,



Transit Study  
Central Transportation Planning Staff  
10 Park Plaza, Suite 2150  
Boston, MA 02116

November 31, 1991

Dear People:

This is in response to your "commuting in a new century" request for ideas on the future of transportation in the Boston area. I hope it's not too late to be of use. First, I think that both the T and the Commuter Rail can be streamlined so that they transport people smoothly and efficiently and cost less to operate. I've sent a long list of concrete suggestions for this to General Manager Haley, but the basic idea is that people need to think about the running of the T as a system, and find ways that make it run more smoothly and reliably.

It's also vitally important that the T be perceived as helpful and well-run, instead of as giving an unnecessary hassle to customers. In short, people need to love the T instead of hating it. The way to do this is NOT with a customer relations campaign of "love the T" advertising, but my making sure that the things work well, and that when things aren't working well people are told what is happening and why.

Here are some other ideas, large and small, for improvements to mass transit in the future:

-> The T should run all night: Out of 24 hours there is a period of only about 5 hours during which the T doesn't run. But because of those 5 hours, you have to drive instead of taking the T if there's any possibility you'll miss the last train. I don't want very good late-night service -- just something better than waiting all night if you miss the train. For example, you could have one train each hour leave each end of each line. The trains would come together downtown in such a way as to allow all possible transfers and then continue.

If the expense is staffing the stations they could be unstaffed. Sure, some people would jump the gate, but some would still pay. The point isn't to collect a lot of money from late-night riders but to allow people to ride who would otherwise be forced to drive.

-> Parking: It's a crazy situation when people are driving into Boston because they can't park at the train station. I don't know what it costs to build a parking structure, but it has to be cheaper than building new track or buying new trains. The moment that a parking lot is full at any station the T should build additional parking. The state legislature should make certain that the towns that have train stations are not permitted to obstruct the construction of additional parking -- those who are lucky enough (as I am) to have a station in their home town should not be permitted to deny the benefits of mass transit to their neighbors.

-> Orange line to 128?: I don't have any idea if this is feasible, but it would be a marvelous idea to extend the orange line along the train track down to route 128. There is a big piece of vacant land right

Route 128 is quite crowded during rush hour, whereas 95 is never so, so this would extend the T to the place where the roads are adequate. I realize that this area is well served by commuter rail, but because commuter rail is scheduled and rather infrequent except at rush hour (and because there's never a place to park, see above), I often find I have to drive to Quincy Adams when I want to go into Boston.

Sincerely yours,



Ken Olum  
156 Massapoag Ave.  
Sharon, MA 02067

# Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? **BRIGHTON**  
What town do you work or go to school in? **NEWTON**  
What other locations do you frequently travel to? **DOWNTOWN ALSO CENTRAL SQ.**
2. What means of transportation do you use to commute to work or school?  
**BICYCLE, CAR, OR T IN THAT ORDER**
3. Are there alternative means of transportation available for these trips? What are they?  
Comments? **I AM NOT A TYPICAL COMMUTER. MY FAMILY & I TAKE THE T FREQUENTLY OUT TO SPECIAL EVENTS OR JUST**
4. ~~What could be done to improve your commute? (by either highway or transit)~~  
~~Low-cost improvements~~ **TO VISIT FAMILY OR FRIENDS.**  
**FREE TRANSFER TO UNDERGROUND AT KENMORE.**  
Major capital investments **BRING TROLLEY SERVICE BACK FROM STATION 14 TO OAK SQ**  
~~New~~ **IT HAS TO HAVE SEPARATE RIGHT OF WAY**  
**IT IS NOT CONVENIENT TO TRAVEL DOWNTOWN**
5. ~~What could be done to improve transit service to Boston?~~  
~~Low-cost improvements~~ **ESPECIALLY WITH CHILDREN. FROM THE**  
Major capital investments **BRIGHTON CENTER AREA THERE**
6. ~~What could be done to improve transit service in the suburbs?~~  
~~Low-cost improvements~~ **SHOULD BE DIRECT SERVICE INTO TOWN.**  
Major capital investments **SINCERELY, J ONOFAI**

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
Commuting in a New Century, Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968

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Comment # 63

# Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? WELLESLEY  
What town do you work or go to school in? BOSTON  
What other locations do you frequently travel to? NATICK, FRAMINGHAM, NEW HAVEN, NEW YORK
2. What means of transportation do you use to commute to work or school?  
(T) GROUNDLINE / COMMUTER RAIL
3. Are there alternative means of transportation available for these trips? What are they? DRIVE - BUS  
Comments?
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements  
Major capital investments MORE FREQUENT COMMUTER RAIL TRAINS  
SO I DON'T HAVE TO DRIVE TO (T)  
New ways to travel  
BIKE PATHS BETWEEN TOWNS
5. What could be done to improve transit service to Boston?  
Low-cost improvements  
Major capital investments - ACCESSIBLE GROUNDLINE
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements LINK INTRA-TOWN BUSES —  
& EXPRESS BUSES  
Major capital investments  
HI-SPEED RAIL TO NEW YORK

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
Commuting in a New Century, Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968

Chandelle M. Hesselgrave  
8 Ashford St.  
Allston, MA 02134

Commuting in a New Century  
Central Transportation Planning Staff  
10 Park Plaza, Suite 2150  
Boston, MA 02116-3968

Dear Planning Staff,

I would like to share my ideas with you about commuting in Boston, following the structure of the questionnaire your office has distributed.

1. I live in Allston and work in downtown Boston. I frequently travel to Jamaica Plain and Cambridge.
2. I commute by bicycle.
3. I can take the Green Line T to work, but I prefer the activity of riding my bike to sedentary travel on the trolley, and it takes less time to bicycle.
4. My commute could be improved in several ways. Anything that reduces the number of cars (a high-pollution, space-hungry mode of travel) would make my commute more comfortable.

Designating a bike lane on Cambridge Street between the Longfellow Bridge and Tremont Street and repaving this area would be helpful.

Easy access from Comm Ave to the Charles River bike paths near BU West is not currently available because there is no left turn inbound at the BU Bridge. Therefore, many cyclists travel on the sidewalk, which is hazardous when there is heavy pedestrian traffic, or they ride against traffic on the wrong side of the trolley tracks. Also, direct access to the paths from the BU Bridge would be convenient. Instead of having to carry bicycles up the stairs at the nearest pedestrian bridge or riding through a narrow alley or farther along Comm Ave to get to the closest ramp bridge. Increasing access for bicyclists would also increase access for handicapped persons to have freer use of the bike paths. Another improvement would be to repave the paths, including expansion points in places that are currently cracked. Planting trees a reasonable distance from the paths would also be helpful, since the roots can push up under the paths and cause buckling.

Reducing pollution by promoting bicycle commuting (mainly by designating bicycle lanes on already existing streets) would make breathing easier for all of us. Providing bicycle education programs in schools, universities, and businesses that include instruction in the sensible ways to bicycle in traffic (such as outlined in the booklet Street Smarts, available from the Boston Area Bicycle Coalition) would further encourage people to ride instead of drive. Discourage cyclists from riding dangerously by giving tickets to those who endanger others by engaging in poor

cycling practices. Dangerous riding is particularly a problem downtown and near Boston University. This situation could be improved by universities conducting bicycle safety programs as part of orientation.

Provide a left turn cycle in the signal on Bowdoin Street at Cambridge Street. Many times, there are cars heading in both directions still in the intersection after the light turns, and an annoying jam is created.

5. A rail link between North and South Stations and increasing the range of the Commuter Rail would improve transit service to Boston. Within Boston, twenty-four hour train service would be a great improvement, as would adding bicycle hooks to one car of each train, like in London, so that more cyclists could use the combination of bicycle and T travel. Also, many people are prevented from taking their bikes on the T because of the limited hours of the office that makes passes. Opening the offices at more than just regular business hours for persons to get bike passes would provide more cyclists use of the T with their bicycles. Increasing the hours that bikes are allowed on the T and the Commuter Rail would also be a great help. When the Green Line trolleys are made wheelchair accessible, they should also be made bicycle accessible.

I appreciate your sending out the questionnaire for commuter input. I would be happy to work with you on specific plans to put into effect any projects that would improve "alternatives" commuting opportunities.

Sincerely,

*Chandelle M. Hesselgrave*

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Comment # 65

# Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? Wayland  
What town do you work or go to school in? Retired  
What other locations do you frequently travel to?  
  
2. What means of transportation do you use to commute to work or school?  
  
3. Are there alternative means of transportation available for these trips? What are they?  
Comments? See below  
  
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements  
  
Major capital investments  
  
New ways to travel  
  
5. What could be done to improve transit service to Boston? - Put up signs directing  
Low-cost improvements people to nearest commuter station or bus stop, at the station or bus  
stop place signs with schedule to Boston or wherever.  
Major capital investments They have such schedules posted in Austria. Why can't we?  
  
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements Almost hopeless People go from home to ma  
There's little pattern,  
Major capital investments Henry G Pearson  
Box 40

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
Commuting in a New Century, Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968

Wayland C1778



MVRTA Advisory Board Officers  
Mayor Theodore A. Pelosi Jr., Chairman  
Mr. Gordon Lewin, Vice-Chairman  
Mayor Peter Matthews, Secretary

Merrimack Valley Regional  
Transit Authority

Joseph J. Costanzo  
Administrator

December 3, 1991

Commuting in a New Century  
Room 2510  
State Transportation Building  
10 Park Plaza  
Boston, MA 02116

Subject: Comments in Phase I Report

Gentlemen:

The following correction should be made to the North Corridor Section of the Phase I Report:

Projects Currently Underway  
Commuter Rail

Renovations to the present Lawrence station to include 160 car parking area (current supply is 50).

Projects Awaiting Final Approval and Funding  
Commuter Rail

Renovations to Haverhill station at Railroad Square.

Please feel free to contact me should you have any questions.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Joe Costanzo", is written over the typed name and title.

Joseph J. Costanzo  
Administrator

L033





The System Installation

The system envisions new high strength "I" beams which can span fairly long distances. These beams would be suspended from cross arms supported by pylons. The beams would not cut out light nor be obtrusive. The pylons would require only a proper foundation, thus there would be minimum or disruption of existing systems, roads or areas.

The pylon system could be built along or over any existing highway, through wetlands, parklands, wooded and even populated areas with minimum land seizure and disruption of surface.

The system could follow the present major highways by going along the median strip passing either over or under existing bridges without any modifications.

The system could span any other rail, transit, highway or airway without major disruption or interference.

Main new routes could be built in the nearest straight line.

In addition to the "spokes" radiating from the core city, circumferential routes could be built with major transfer terminals at intersecting points.

Terminals would be fairly far apart with large parking garages directly accessible under cover.

An inner-belt system could be built following the originally planned inner-belt circumferential roadway as it could follow over parklands and existing highway without disrupting or interfering with either nor require destroying buildings. This could connect with the present in-town transit systems.

Transit by this system would be extremely fast even without excessive speed due to the distance between terminals.

There would be no need to go into the core city if the monorail system could connect with major terminals of the present in-town systems at some point, such as the terminals associated with the inner-belt.

The system could span large areas such as lakes, marshes or harbors by building a suspension system. The elimination of roadbeds, bridges, tunnels and drainage should make this a system more economical to build and to maintain.

The System Design and Construction

No existing system meets all the concepts or requirements of this system therefore there is a need for a major design and engineering program.

It is suggested that the present airplane and transit system companies be invited to design the cars. They would have to meet the major requirements but they would be free to build their own components.

The "I" beam rail system should be standardized so that any manufacturer's cars could run on it.

The "I" beam rail system should be presented to the Universities and the steel manufacturers for a basic design.

It would be hoped that such a system would become as standard as to the rail system that there would be a high future market all over the U.S. and even the world but that we would pioneer it.



JOSEPH M. KAPLAN  
CONSULTANT PROFESSIONAL ENGINEER

December 4, 1991

to Community in a New Century  
ITS  
10 Park Plaza Suite 2150  
Boston, MA 02108-2903

Proposal

for a  
Major Transit System

via

Elevated Monorails Along Urban Strips

Introduction

This proposal will require the design and construction of a pioneering new rapid transit system based on monorail cars suspended from an elevated rail system which would be built over and along the median strip of any existing highway.

The system could, as well, go over other rail or transit lines, roads, rivers, parkland, wetlands, forests and even populated areas, with minimum land taking, disruption of existing systems or areas, environmental impact and maintenance cost.

The system would be non-polluting, quiet and of unimpaired structure. While monorails are not new, this concept attempts to eliminate some of the problems associated with current experiments.

There are three parts to this monorail

1. The System Concept
2. The System Installation
3. The System Design and Construction

The System Concept

The concept envisions an elevated electrically powered transit system where cars are suspended from the bottom flange of an "I" beam.

The "I" beam would be suspended from cross arms extending on either side of a supporting pylon or between two pylons. The "I" beam would be covered with an inverted "U" rim to protect the flange rail and the car wheels from the elements as well as noise sound.

The wheels could be of rubber to run silently on the electric drive motor which would also be built in the flange. See attached schematic. The electric system would not require the air and the "I" beam track would provide no run-off.

There may be a need for bottom stabilizer rail to keep the cars from swinging in high winds or to guide them into terminals. There would be no idling nor snow on the rails to interfere with transit or need of plowing or salting.



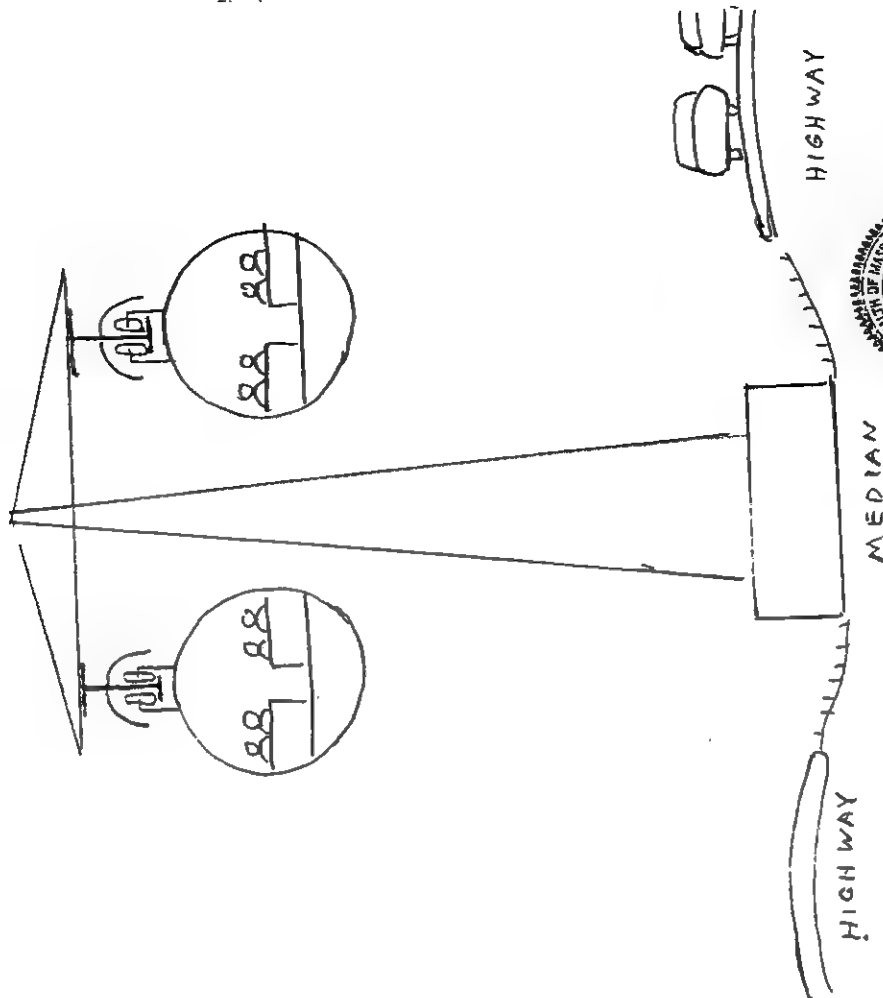
IDENTIFICATION AND SECURITY • CHEMISTRY AND ENGINEERING

Some of the major design parameters have been determined and standardized. The industry would do the designing of the actual cars and parts because of the potential for world wide sales.

The Commonwealth could run a contest for the design giving a prize rather than paying one or invitation to do the design under contract.

The Commonwealth would devote its major effort to determining where the motor would best be and where the major terminals would be.

*Respectfully submitted  
Thomas Raphael*



T. Raphael  
12/4/71

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NEW ENGLAND BUS TRANSPORTATION ASSOCIATION  
464 Statter Office Building • 20 Park Plaza, Boston, MA 02116 • (617) 462-4920

November 25, 1991

Commuting in a New Century  
Room 2510 State Transportation Building  
10 Park Plaza  
Boston, MA 02116

re: Future Transportation Strategies

Dear Mr. Sloan:

Kindly be advised that I am preparing and submitting these comments on behalf of NEBTA. The purpose of my remarks is to respond to your proposal entitled Commuting in a New Century which you mailed to NEBTA with a cover letter dated November 18, 1991.

COMMENTS:

NEBTA assumes that the program will be updated in accordance with due reference to the MBTA's triennial route studies and adherence to the results of the fully allocated cost proposals documentation, all in accordance with UMTA circular C 7005.1. If such documentation is not readily available, NEBTA suggests that the MBTA must prepare such documentation and act on it prior to the formulation of a new and or revised program for Mass Transportation.

NEBTA further recommends that the proposed 10 year contract between the MBTA and the Southeastern Massachusetts Private Carrier Association (SEMPCA) be the model for future private carrier agreements in cases involving expansion and new construction of MBTA rail lines.

NEBTA points out that federally financed rail rolling stock can only be used on routes for which the rolling stock was specifically acquired and cannot be used for future extensions in which the federal government is not involved. Furthermore, if a rail right-of-way is built for passenger use and is later also used for freight service, the cost of the freight portion of acquisition and or construction should be recovered from the freight

American Eagle Motor Coach, Inc.  
John J. Medeiros

A Yankee Line, Inc.  
Donald Dunham

Bonanza Bus Lines, Inc.  
George Hunter

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CBJ Trailways, Inc.  
James J. Jelen

Carey Bus Lines, Inc.  
Paul Carey

The Coach Company  
George Korn

Eastern Greyhound Lines, Co.  
Janet Norman

Englander Coach Lines, Inc.  
Al Rachuit

Gulbenkian Bus Lines, Inc.  
Michael Gulbenkian

H & L Bloom, Inc.  
Rosaling Bloom Weiss

Interstate Coach  
Walter Under

P & B Street Railway Co  
George Anzuoni

Peter Pan Bus Lines, Inc.  
Peter McNelly, Sr

Trombly Commuter Lines, Inc.  
James Trombly

Union Street Bus Co., Inc.  
Ray Garau

Vermont Transit Co., Inc.  
Peter D. Worthington

Honorary Member  
Frank Tarrish

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Commuting in a New Century  
Page Two

carriers and shippers.

The proposed increase in station parking lot facilities leads to the question of whether or not the MBTA is interested in promoting local and feeder bus service or in encouraging automobile usage and whether there might be a better land use than such poorly planned parking lots, as for example, the obviously mislocated commuter parking lot in Chelsea where the Mystic River bus service (MBTA route 111) provides a faster and substantially more frequent bus service to Boston than any train could possibly provide.

Regional Corc... NEBTA expects the proposed circumferential transit to be privately operated without interfering with any existing private carrier, particularly as relates to operations to and from Logan Airport. It is not the MBTA's function to provide specialized airport service. Furthermore, pursuant to UMTA circular C 7000.1, MBTA routes 8 and 9A should be privately operated. In addition, both routes, and particularly 8A, come under the provisions of GL c161A, §5(k), as there is an existing carrier (Metrolink) presently and actively providing regular route service in this corridor.

NEBTA also feels that 1300 car North Station garage may detract from public transit usage. Is there any guarantee that the parkers will ride transit? Will the parkers be required to purchase a transit round trip ride with their parking fee? Also, does the parking garage construction preclude a North Station/South Station connector via Congress Street?

NEBTA supports the Immediate Phase 2 construction of the South Station Transportation Center--but without a parking garage on the upper deck(s).

The proposed West Cambridge Station is nothing more than a duplication of the nearby Porter Square rapid transit/rail transfer facility.

North Shore Corridor. NEBTA would question the need for a new commuter rail station, with a 1000 car parking facility, in Saugus--particularly on a wetlands parcel. This area is served by a variety of bus services to Haymarket Square--ie five MBTA routes. It is not in anyone's interest to encourage more automobile usage and traffic or to divert passengers from existing express bus routes to Boston.

NEBTA also has some doubts over the proposed Newburyport rail extension which is not expected to have any freight service to help pay for track maintenance. At the present time, C&J Trailways, Greyhound and the Coach Company provide rush hour commuter service, as well as daily off peak service, between Boston and Newburyport. All three carriers serve the Newburyport park and ride lot. The Coach Company also operates a local

Vermont  
Page 1  
Transit Authority  
Franklin County

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Page Four

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Page Three

passenger pick-up service with its buses in Newburyport.

The MBTA's bus service between Lynn, Peabody and Danvers partially duplicates Michael Bus Lines' service and would probably be best run by Michael at a savings to the taxpayer. An additional bus route, a 38 minute run, was formerly operated by a private carrier (Lynnfield Community). The MBTA, however, forced Lynnfield out of business by threatening direct competition.

North Corridor. The proposed Logan Airport-Moburn express bus service should involve the private carrier (Hudson Bus Lines) currently providing the service.

There is great duplication of service in this corridor between Reading and Boston. By tying its Reading train services with its Northern Essex County Lawrence/Haverhill services, the MBTA is adding crew and fuel expenses as well as wear and tear to its equipment. An hourly base Reading - Boston train service should lead to a major reduction in parallel MBTA bus routes--ie 131, 136, 137 and possibly 130 and 130A. The Lawrence/Haverhill train service should operate via the Wilmington branch, which had a parking facility at Salem Street. The present North Wilmington Station has only 61 passengers per day. These passengers could easily utilize Salem Street for their parking needs. There is no need for the proposed new Gillette 1-93 station with its 1000 car parking lot. The MBTA already subsidizes Trumbly Commuter lines to serve this general territory.

Further questions can be raised regarding the Merrimack Valley Regional Transit Authority's off-peak service between Andover, Lawrence, Haverhill and Reading. Both Trumbly Commuter Lines and the Couch Company serve this area. Does the authority's contract carrier have the statutory (see GL c159A, §1) required street licenses? Did the MBTA put these services out to competitive bid? Is the MBTA acting in accordance with section 3(a) of the UMTA Act, with UMTA Circular C 7000.1; and similar provisions of state law?

Similar questions could be asked regarding the Lowell/Lawrence service--two cities which Peter Pan Bus lines connects.

The Shawheen parking lot would not be needed if MA route 28 bus service is to be retained.

A train extension to Nashua NH is a proposed future project. How would this extension affect Vermont Transit's Nashua/Boston express commuter bus service, instituted pursuant to an UMTA entrepreneurial grant?

In Medford, there is the ludicrous situation where the MBTA increased its service to compete with Hudson's two routes to Boston--and at a higher fare. In addition, one of the MBTA bus routes is also competing with a MBTA train route. In this instance, the train offers a fare that is 43% less than the bus.

Northwest Corridor. The proposed Red Line extension to route 128 in Lexington is a questionable endeavor at this time. There has been a population loss in part of this corridor. Perhaps a more adequate solution might be an express solution with a modest light rail service from Alewife to Arlington Center--or some other point in Arlington.

As the Northwest corridor study commissioned by MBTA chose to ignore both federal and state statutory guidelines, it should be redone. As the consultant inferred that the MBTA project supervisor did not want to follow the privatization requirements, the consultant should return the funds for a new study.

While it is proposed to relocate the Ayer station, this project should be deferred. The problem of ridership loss in Ayer is the downgrading and eventual closure of Fort Devens--not a relocated station with 300 parking spaces.

West Corridor. A logical privatization candidate is route 300, Boston/Riverside, which duplicates Peter Pan Bus Lines' route. On New Years Eve 1991 the MBTA actually ran free (illegal) under GL c159, §15 from Boston at the same time as Peter Pan's scheduled service!

Similarly, the MBTA might be able to reduce its route 60 service between Cypress Street and Chestnut Hill, where it competes with state subsidized service, provided by Peter Pan.

In the commuter rail area, the MBTA has plans to resume passenger service on freight lines on which there has been no passenger service since before World War II. The first of these lines is the Saxonville branch, near Shoppers World, where Peter Pan operates express commuter services to Copley Square/Back Bay, Park Square, the State House, and South Station on a 15 to 20 minute headway, utilizing 6 to 7 drivers. The purpose of the Saxonville branch seems to be to dry up this service with a slower train service utilizing up to 5 trains, none of which can utilize federally financed rolling stock. The second line is an extension over Conrail's Framingham/Fitchburg branch from Framingham to the Marlborough/Southborough area. Gulgubian, Peter Pan and Big W already provide commuter services in this corridor. A third line is the proposed extension to Worcester, where the MBTA proposes to build a 500 car parking lot. This route is already well served by Peter Pan.

One of the interesting proposals is to restore trolley service to Oak Square in Brighton. The previous Watertown trolley service

to Boston had 20 employees at peak times. The replacement bus services employ up to 42 persons! A trolley service with privatized bus service can be instituted in short order improving central subway Green Line service.

Southwest Corridor. The MBTA desires to extend the Midland Division/Franklin line, first to Bellingham, and then to Milford. The Milford extension will provide a circuitous to compete with a faster, private operator (Brush Hill Transportation), service which provides the only public transportation to Medfield, Medway and Mills. The construction of circuitous rail routings over freight trackage is a waste of public funds.

The proposed train service to Foxborough over a branch with a 1000 car parking lot in a town with a low population density may well create a situation where the MBTA competes with its own rail line to Providence.

The Fairmont line, which was not put out to competitive bid, is a transit-type operation running wholly within the city of Boston. It is not efficient to try to run this type of service as a commuter rail operation. Similarly, the Needham line should coordinate with the MBTA's own bus services and possibly be put out to bid.

MBTA supposedly operates in Avon, but there is no evidence to be found for any contract for service to this town. The MBTA district communities are actually paying for the MBTA to compete between Ashmont, Crawford Square/Randolph, and Avon, with the privatized Brockton Area Transit Authority.

A second look at the Stoughton branch may reveal a failure to conform to section 1(e) of the UMTA Act, insofar as train operations on this branch are concerned.

Plymouth and Brockton Street Railway Company also operates an express service between Boston and Brockton, which is an existing bus service in this corridor.

The proposed future commuter rail projects are extensions from Stoughton to New Bedford, as well as to Fall River and New Port RI, both routes via Taunton. This would affect American Eagle, Bloom's Bus Lines and Bonanza Bus Lines. Certainly the Old Colony project proposed 10 year private carrier agreement should set a precedent for these extensions. On the basis of the recent Southeastern Economic study, an extension from Stoughton to North Easton might be justifiable. The junction of MA route 12J and the railroad right-of-way might be a good site for a station. Interstate Coach is, albeit to a minor extent at this time, an affected carrier. The right-of-way between Stoughton and Whittemore Junction in Taunton has no tracks; the Mystic/Fall River is a 10 mph freight track.

South Shore Corridor. First correction--the MBTA does not provide funding for the town of Weymouth's Weybus service. My

Bus now provides a limited rush hour service over portions of two former Weybus routes.

If the MBTA is planning to construct 600 more parking spaces at Braintree, then there may not be a need for additional commuter train service. Someone has to decide whether transit service or large parking facilities at a few rail stations are to be the future transportation facilities and whether these parking facilities are the optimum land use for the sites in question. Similarly, land in Quincy may be much more valuable for non-parking purposes.

There is no mention of a bus plan for the South Shore as part of the Old Colony restoration project. There should be--unless the MBTA is bargaining in bad faith in this regard.

Systemwide Improvements. This provides for ongoing bus procurement of 100 buses a year. As the regular route services of the MBTA require 672 buses and a 10% spare ratio inflates the number to 739, and the buses have a minimum life 12 years, the proposed procurement would provide for 461 buses, enough to satisfy the needs of both the private carriers and other transit authorities in the commonwealth. The MBTA is also the only transit authority in Massachusetts which does not supply (by lease or otherwise) buses to the private carriers operating in the territory. The need for private carriers to obtain their own vehicles needlessly drives up the costs of the private carriers, sometimes at the public expense as the MBTA subsidizes some of their services.

The report makes no mention of HOV lanes. For example, it omits any mention of HOV's along I-93 North, the Southeast Expressway and the Massachusetts Turnpike. It is MBTA's understanding that the commonwealth has committed to building HOV's on these public ways to both the environmental advocacy community and the DEP. Moreover, the HOV lane is an inexpensive method of speeding up the transit time of passenger motor carriers traveling on congested roadways.

It is in the interest of MBTA, an association of regular route passenger motor carriers serving Boston, to support an effective metropolitan area transportation system. With all due respect, however, MBTA must assert that the present proposal is, for the foregoing reasons, seriously flawed to such an extent that MBTA cannot, in good conscience, support the plan, and to the contrary, must raise its voice in protest. Nevertheless, MBTA stands ready, willing and able to work with the MPO and other state agencies, to the maximum extent feasible, to draft a viable plan that will ultimately serve the very best interests of the traveling public and meet all the requirements of the public convenience and necessity, consistent with the public interest.

Respectfully submitted,

THOMAS LENTHALL  
Transportation Consultant

(69)

Comment # 69

12/8/91

Dear Sir or Madame:

I am a Somerville resident who commutes to Harvard University on weekdays ~~usually~~ by bike. Although my trip is very brief and generally safe, I still feel that it has pitfalls that could be avoided. The intersection of Hobson Street and Somerville Avenue, for example, has a flashing yellow light rather than a regular stop light, which in no way deters Somerville Avenue drivers from yielding to bicyclists or auto motorists in Hobson Street. Thus it is difficult to cross Somerville Avenue, as a bicyclist, to enter the underpass between Somerville Avenue and Beacon Street. The other danger of this route is the ice on the neighborhood streets in the winter and on bike lanes. It seems to me that ice on major roads is removed much more quickly than ice on bike lanes.

The mass transit system certainly leaves much to be desired. The buses run very infrequently; the #7 bus to Davis Square, to name the one I most frequently use, runs every 27 minutes. Even fiscally ~~more~~ troubled New York City, for all its notorious inefficiency, has its buses run every 15 minutes during non-peak hours. To get people out of cars, the mass transit authority has to provide a more efficient bus system. To get irresponsible, intoxicated drivers off the streets on weekend nights the mass transit authority must extend the hours of T service. Having ~~trains~~ at 12:45 a.m. is much too early to close trains. We also need a more comprehensive commuter rail system, to get suburban commuters out of cars.

But most importantly from my perspective, WE NEED BIKE LANES. It would make life easier for both motorists and bicyclists - the former wouldn't have to deal with bicyclists riding much slower than they are driving, <sup>while</sup> ~~but~~ the latter wouldn't have to worry every minute about getting hit by a car.

Thank you for your time and interest.

Sincerely,

Douglas Stewart

## Bring your ideas about commuting to a Transportation Town Meeting

Present them •In a short (five-minute) talk •On a map •In a written proposal  
•By filling out and submitting the following questionnaire •All of the above

1. What town do you live in? *DORCHESTER*  
What town do you work or go to school in? *QUINCY*  
What other locations do you frequently travel to? *BOSTON / SO. SHORE*
2. What means of transportation do you use to commute to work or school?  
*MATTA*
3. Are there alternative means of transportation available for these trips? What are they?  
Comments?
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements  
  
Major capital investments  
  
New ways to travel
5. What could be done to improve transit service to Boston?  
Low-cost improvements  
  
Major capital investments  
*CONVERT MATTAPAN HIGH SPEED TROLLEY TO COMMUTER RAIL SERVICE FROM CENTRAL AVE TO NEPONSET RIV. BRIDGE VIA COASTAL LINE AND OLD COLONY MAIN LINE, NEW MATTAPAN CR*
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements *STATION ON FAIRHOUNT LINE AT BLUE HILL AVE*  
  
Major capital investments

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
Commuting in a New Century, Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968

MEMO

Page 2  
Ref: CA45-CZI

Advantages

The linking of Blue and Riverside Lines in this manner has the following advantages:

1. Makes the long-sought Blue Line-Red Line connection, ending the need for transfers to an intervening Orange or Green line for this linkage.
2. Relieves capacity problems in the Green Line by taking the line out of competition for central subway track space and freeing up Riverside cars for service on other lines.
3. Adds much needed transit capacity to the Back Bay where high rise buildings presently under construction or proposed as an expansion of the Prudential Center complex are overwhelming the Green Line with ridership demands beyond its capacity. Supports future Back Bay growth in an area whose residents have expressed concern for increased automobile traffic.
4. Also adds transit capacity to downtown Boston which has likewise experienced a boom in additional office and commercial floor space construction with International Place - Phase II under construction.
5. Ends the truncation of the Blue Line at Government Center, giving North Shore residents an uninterrupted ride to Back Bay employment and shopping.
6. Upgrades the capacity, speed and comfort available to Riverside Line users and provides them with an uninterrupted ride to additional areas of the downtown such as the financial district (State Street) and waterfront (Aquarium) as well as to Logan Airport and North Shore recreational destinations such as Wonderland and Revere Beach.
7. Greatly benefits airline passengers from the communities west of Boston through the opportunity to park-and-ride at Riverside station and enjoy a no-transfer ride to Logan Airport. Back Bay businesses would likewise benefit from one-seat ride airport access for their clients and staff who would avoid taxi fares, parking fees and possibly lengthy delays due to tunnel congestion.
8. Provides the opportunity to establish a "metro-center" super transit station providing easy transfers between all four rail rapid transit lines. Continuous pedestrian passageways would link the Blue Line, via the Red Line platforms, to the Green Line at Park Street and thence, via the Winter Street arcade, to the Orange Line station at Downtown Crossing. Transfers could be made between any and all lines without paying additional fares and without weather exposure on inclement days.

Bruce Campbell & Associates

38 Chauncy Street, Suite 701

Boston MA 02111

TEL: (617) 542-1199 FAX: (617) 451-9904

MEMO

TO: Those Concerned JOB NO: 320-45

FROM: Carl Zellner, BC&A FILE NO: CA45-CZI

DATE: June 26, 1991

SUBJECT: Blue Line/Riverside Line Linkage

4 This memo and associated graphic describes a conceptual proposal to link the Blue Line to the Riverside Line to form a continuous high platform rail rapid transit line from Wonderland in Revere to Riverside in Newton.

Route Description

This conceptual scheme calls for the Blue Line-Riverside Line connection to begin at the Blue Line's present terminus at Bowdoin Square and to run "deep bore" under Bowdoin Street toward Beacon Street. Turning westerly at the head of Bowdoin Street (with a possible need to underpin the Amory-Ticknor house at the southeast corner of Park and Beacon Streets), the Blue Line would pass under and interchange with the Red Line through stairwells/escalators from the Red Line platforms.

A station established at this location would require a headhouse or kiosk, preferably in a location beyond the visual axis to the Shaw Memorial and State House to avoid conflict with that view. The Blue Line would continue deep bore under the broad Boston Common sidewalk that parallels Beacon Street.

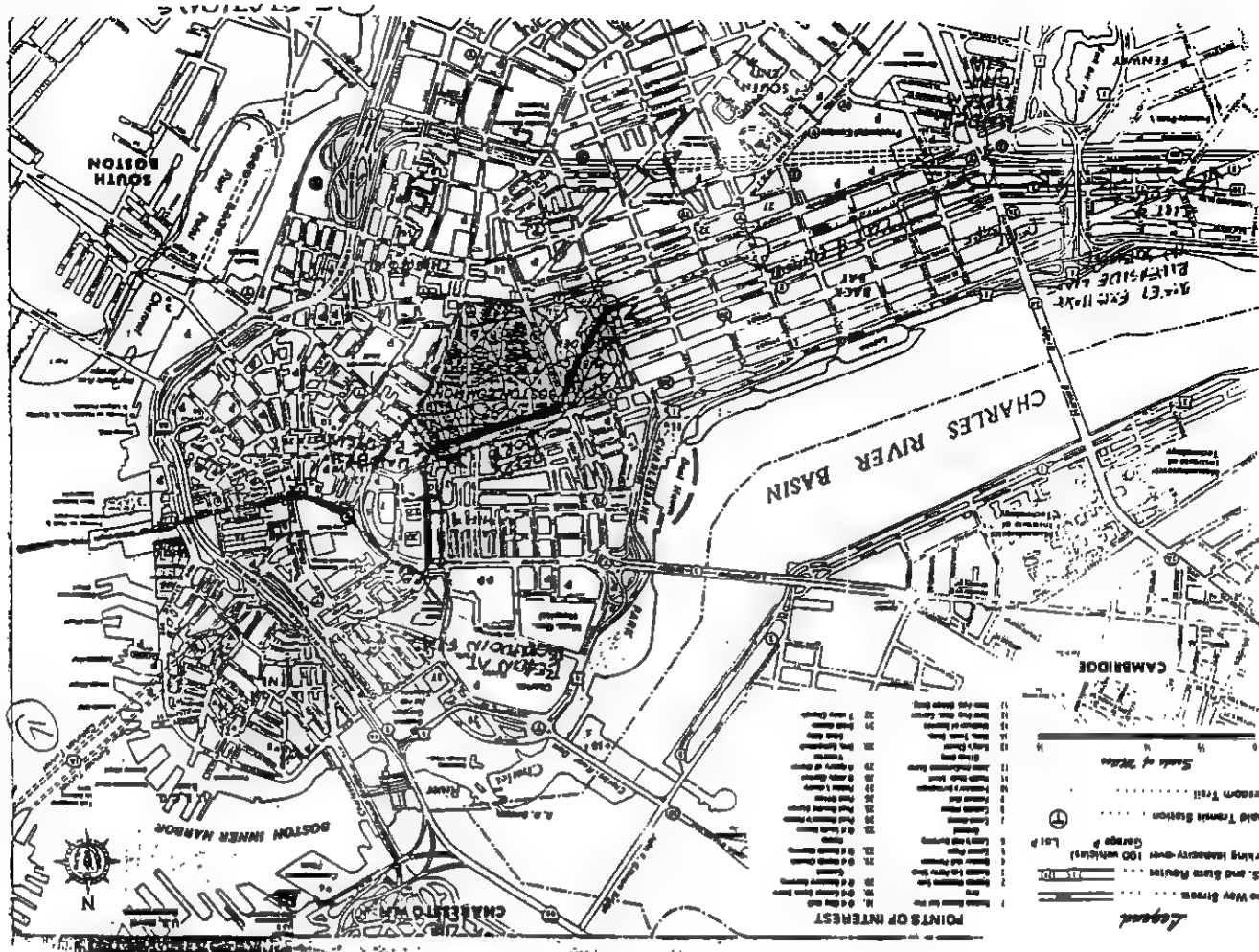
At Charles Street the Blue Line would turn southwesterly and angle across the Public Garden, still in a deep-bore mode, to the head of Newbury Street where the next station would occur. Underground pedestrian connections to Arlington Green Line station should be sought.

The Blue Line would then proceed continuously cut-and-cover down Newbury Street (with one deep-bore interruption at the Charlesgate Fens to pass under the Muddy River), to a point near Kenmore Square where it would tie into the Riverside Line subway section as it approaches Kenmore Square.

A station with subsurface pedestrian links to the Green Line's Copley station would be placed at Dartmouth Street. At Massachusetts Avenue (Hynes Convention Center station) the Blue Line would pass under and interchange with the Green Line via stairwells and escalators linking their station platforms. At Kenmore Square a pedestrian connection between Blue and Green Line stations would be made via pedestrian tunnel similar to the one at State Street station on the Orange Line.

Riverside Line stations would be reconstructed, with platforms raised and lengthened to accommodate the Blue Line trains.





# MEMO

Page 3  
Ref: C443-CZ1

9. With direct or one-transfer rapid transit access to Logan available to more people from more locations, traffic volumes in the tunnels and at the airport would be reduced along with demand for airport parking to the benefit of East Boston in terms of traffic relief and air quality improvement. Airport users without transit options would encounter less congestion and more available parking spaces.
10. Use of the proposed new Airport Station and shuttle bus system would be increased thereby optimizing the returns on the public investment being made in this facility.

12

Commuting in a New Century

CTPS

Comment #72

10 Park Plaza Suite 2150  
Boston MA 02116-3968

To whom it may concern,

I live at Cleveland Circle in Brighton. I work at Fenwood Road in the Medical Center in Boston. I commute by ~~bicycle~~ bicycle or by the "D" line from Reservoir to Brookline Village. I use my bike about two thirds of the time, depending on where I'm going after work, the weather, the condition of my bike. It strikes me as odd that there isn't a continuous bike path along the Emerald Necklace. One can go from the Fenway to Brookline and then there's a short stretch of no bike path. I ride down the 9 and at points there is something like a break down lane. This could be a bike path or a bike lane. How about having a standard for a bike path just as we would have a standard for a street. We could also improve the 9 by finding free cutouts on the Green Line used mostly by students who could make a few bikes. The money could be used to finance transfers or other bus services. Green belt areas

72

bike paths and roads; more people  
used bikes so why can't we?  
More Bike Paths far less cars,  
less pollution, less congestion and  
greater safety

Sincerely

Benjamin Beekwith

Ben Beekwith  
16 South St  
Brighton MA  
02135

(13)

Comment # 73

A. Beverly Creamer  
50 Durr Pl.  
Belmont Mass. 02178  
12/8/91

Dear Planning Staff:

I live as well as work in Belmont. I commute to work by car which takes me 10 minutes.

The alternative method for me would be depending on public transportation, namely trolleys or buses that are often both erratic in their timeliness of keeping to schedules, and break down on occasion even fairly frequently.

I would be more willing to use public transportation if regular schedules were more closely followed, and more frequent as well.

In the Boston suburbs & Boston, I would also be willing to take public transportation more if the "T" were more accessible as far as late hours on the weekend & going out, along with more buses regularly run.

Also, in less inclement weather, I'd be willing to get around on my bike if more bikes were constructed out in the suburbs where it is a bike path like along Memorial & Storrow Drive were more regularly maintained.

Sincerely,

A. Beverly Creamer

Earth Works  
62 Day Street  
Jamaica Plain, MA  
(617) 983-9463

Commuting in a New Century  
Central Transportation Planning Staff  
10 Park Plaza, Suite 2150  
Boston, MA 02116-3968

Dear Planning Staff:

As cyclists and transit users who live and work in various towns in the Boston area, we would like to present some ideas for improving transportation options in this region. We travel often in Cambridge, Allston, Jamaica Plain, Somerville, Burlington, and downtown Boston.

Bicycles are our main mode of transportation, but we also occasionally use the MBTA. Generally, we prefer to ride because it is active rather than sedentary and is often quicker than using the T. However, it is often very useful to combine biking and taking the T for extended trips.

The following suggestions would greatly improve travel in this region:

1. Reduce the number of cars, hence reducing pollution and traffic congestion and making commuting more pleasant for everyone. One way to accomplish this in downtown Boston would be to prohibit personal automobiles in a wider area than just Downtown Crossing and allowing bicycles to be ridden in the expanded area. Another method would be to reduce on-street parking for cars and use those spaces for bicycle lanes. Our other suggestions would also contribute to this goal.
2. Make the T system easier to use. Bus stops should have schedules posted for all buses that stop there (currently, most bus stop signs do not even indicate which routes they serve). Increase the number of bus shelters and above-ground light rail shelters. Locate shelters closer to streets and have them lighted. Train bus drivers to look for passengers in the shelters, so they will not pass up people who are waiting there. Replace the light rail's confusing inbound/outbound system with a north/south, east/west designation. Train all drivers to be friendly and helpful to passengers (many drivers seem to assume everyone knows everything about a particular route, even when someone is asking for help). Institute a transfer system from buses to light rail in neighborhoods between the Orange and Red Lines, possibly financed by ending free rides outbound on the Green Line Boston College trolleys (an unfair advantage used mostly by students who could walk six blocks and professionals who live on that line). The light rail could also be made more comfortable by adjusting the temperature controls to suit the seasons - cooler in winter, when people are more warmly dressed, and warmer in summer.

3. Expand the Bikes-on-the-T program. Hours could be extended to low-use times such as daytime on Saturdays and 10-1 on weekdays, or allowing bicycles anytime at the discretion of the conductor (even during rush hour, there are often trains empty enough to allow a bike). Also, more people could use the program if passes were available at times other than regular business hours (when people are at work), such as Saturday morning. When the Green Line is updated to be handicapped accessible, according to federal regulations, it should also be designed to accommodate bicycles. Furthermore, all of the light rail trains could be equipped with one car that has bicycle hooks, such as those found on the London subway. These hooks keep bikes out of the way of passengers, thereby eliminating the "safety issue." Also, providing appropriate bike parking and lockers at outlying T stops would make it easier to use the T, and providing adequate bike parking has been determined to be the most cost-effective method of increasing ridership on public transit. Bike lockers could be paid for with user fees - lockers are rented by users.
4. Increase awareness of bicycles as transportation. Each town should adopt a plan such as the one recently passed in Cambridge. Plans like this one address specific needs of individual communities and propose solutions to particular problem areas and intersections. The Cambridge plan includes bicycle-priority streets in some neighborhoods and more bike route signs that alert motorists to heavy bicycle use. Bike lanes on major streets should be created to provide safer travel routes. You should also support projects such as the Unity Loop that promote bicycling as a fun, safe way to travel.
5. Repave the bicycle path along the Charles River and increase access to it. There are many preventable cracks and buckles areas that make for an uncomfortable ride. These could be eliminated by repaving and including expansion points (spaces about an inch wide that are left between sections of pavement and filled with a compressible material to make a smooth surface). These expansion points allow for expanding and contracting of the pavement that occur with temperature changes. Also, not planting trees with large root systems near the path would prevent even more buckling. Access to the path should be improved, particularly from Commonwealth Avenue near Boston University, and access from the path to all bridges that cross the Charles should be provided.
6. Make complex intersections more pedestrian-friendly. Many intersections are very difficult to cross on foot.
7. Increase bicycle parking all over the city. Oftentimes, cyclists have to walk several blocks to find a parking spot for their bikes. Since cycling is a low-pollution mode of travel, it should be made as convenient as possible so that people will choose it instead of driving their cars. Encourage businesses to provide bicycle parking, since it is inexpensive and would increase their patronage.
8. Discourage cyclists from riding dangerously. This could be accomplished by giving tickets or verbal warnings by police

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to those who endanger others by going the wrong way down one-way streets or engaging in other dangerous practices. Communities in Europe and the American Northwest have successfully ticketed cyclists without requiring cycling licenses. Dangerous riding is particularly a problem downtown and near colleges and universities. Encouraging schools at all levels to present bicycle safety programs would further increase cyclist's awareness of safety measures and the law.

We thank you for soliciting our suggestions on improving transportation in the Boston area, and we would like to offer our help in developing specific plans to implement any of the above ideas.

Sincerely,

*Bill Taylor*  
Bill Taylor  
Director

8 Dec 1991

75

Comment # 75

Jon Polonsky  
298 LAMARTINE ST. #2  
JAMAICA PLAIN, MA 02130

LTPS

10 PARK PLAZA, SUITE 2150  
BOSTON, MA 02116-3968

DEAR PEOPLE:

I LIVE IN JAMAICA PLAIN AND COMMUTE USING VARIOUS MEANS TO MY OFFICE/SHOP IN CANTON (15 MILES). ~~FOR~~ THE TWO MAIN MODES OF TRANSPORT I USE TO GET TO WORK ARE (1) BICYCLE, AND (2) TRAIN. THE BICYCLE RIDE IS RELATIVELY TREACHEROUS AS MY TRAVELS INCLUDE ONLY 1 MILE OF BIKE PATH, THIS BEING THE SOUTH (WEST) CORRIDOR ALONG THE ORANGE LINE. THE TRAIN TRAVEL CONSISTS OF TAKING THE (T) FROM GREEN ST. TO BACK BAY IN ORDER TO CATCH A COMMUTER TRAIN TO CANTON JUNCTION.

#### BIKE COMMUTING RECOMMENDATION

THE MAJOR IMPROVEMENT I CAN SEE IN BICYCLE COMMUTING BETWEEN MY HOME IN JP AND CANTON WOULD BE ONE OR TWO REASONABLY SIZED BIKE PATHS. THIS WOULD PROVIDE A RELATIVELY SAFE CORRIDOR FOR BICYCLISTS TO ACCESS THE CITY FROM THE SOUTH. I WOULD FURTHER RECOMMEND THAT THE PATHS BE "CONSTRUCTED" ALONG EXISTING ROADWAYS, AS THIS WOULD MINIMIZE CONSTRUCTION COSTS.

75  
THE TRAIN COMMUTE IS RELATIVELY IN-FLEXIBLE,  
IT ALLOWS ONLY ONE MORNING TRIP ~~AND~~ BETWEEN  
6:00 - 8:30 AM (ARRIVES @ CANTON JUNCTION @ 8:15 AM),  
AND ONE TRAIN STOPPING AT CANTON JUNCTION  
IN-BOUND DURING THE EVENING COMMUTE (@ 6:45,  
ACTUALLY, ONE MAY ALSO STOP @ 4:57, BUT THIS IS  
TOO EARLY).

ADDITIONAL LOCATIONS I TRAVEL INCLUDE  
DOWNTOWN BOSTON, CAMBRIDGE, AND VARIOUS  
OTHER LOCATIONS. IN THESE TRAVELS I UTILIZE  
THE (T) MOST OF THE TIME. MY BIGGEST  
RECOMMENDATION IS TO EXTEND OPERATING  
HOURS INTO THE EARLY MORNING HOURS,  
ESPECIALLY DURING FRIDAY AND SATURDAY NIGHTS.  
THIS WOULD ALLOW LATE MOVIE GOERS, NIGHT-  
CLUBBERS AND GENERAL SOCIALIZERS TO STAY OUT  
PAST 12 AM AND STILL NOT HAVE TO DRIVE OR  
TAKE A TAXI. THIS WOULD CLEAR THE  
STREETS OF CARS AND DRUNKEN DRIVERS A BIT  
AS WELL, AS FAR AS BIKING IN THE CITY  
IS CONCERNED, THE MORE PATHS THE BETTER  
IN ADDITION, SEVERAL BIKE PATHS AND BRIDGES  
COULD USE SOME DE-ICING EFFORT DURING  
THE WINTER MONTHS TO ALLOW THE HARDY  
BIKERS YEAR-ROUND "SAFE" ACCESS TO THE  
CITY'S PATHS.

SINCERELY,

*Jon Polonsky*  
JON POLONSKY



Communiting in a New Century  
 175 Park Plaza  
 Boston, MA 02116

in December 1991

As founder of Earth Works (organization statement being sent under separate cover) and a board member of the Boston Area Bicycle Coalition, I understand the importance of environmentally sound transportation, which can be sustained on the basis of land use, natural resources, prevention of global warming, and other climate disruption. I also see the need for equitable transportation which is affordable to people who most need mobility but who cannot afford the expenses that come with a car. Door-to-door transportation can be done without cars in most weather; the bicycle, alone or in combination with transit, provides the most rapid transportation in urban areas and for short trips. Yet most potential bicycle commuters find our roads intimidating. I have met many former transportation cyclists who moved to the Boston area from bicycle-friendly cities like Eugene (OR) and Madison Wisconsin who do not dare to ride for transportation here.

Congress passed the Intermodal Surface Transportation Efficiency Act of 1991 in late November, which contains many incentives for bicycling and transit. For example states must develop a long range bicycle and pedestrian plan, bicycles and pedestrians must be considered in overall long-range and annual transportation plans, and states must appoint a bicycle and pedestrian coordinator in their transportation departments. Many more federal funds are available than before, both in the Surface Transportation Program and in the \$3.3 billion "transportation enhancement activities" section. Massachusetts must take full advantage of these federal programs, carry out the required planning, and make a financial commitment by enacting Rep. Gardner's Bicycle Program Fund bill.

Even with little consideration of bicycling in planning our roadways, bicycling accounts for between one and two percent of urban and suburban trips. Construction of bikeways such as the Orange Line path, amateway path, and others such as the Minuteman Computer Bikeway, are important links for the traffic-impaired cyclist as well as a respite from the stress of riding in traffic (a stress which is still less than the stress of being in a car). However, most cycling occurs on the roadway. I have visited Eugene, OR, and lived in Seattle. The presence of bike lanes really adds a sense of security for both motorists and cyclists, if they are placed properly outside the reach of car doors, and outside heavily-used loading zones or double-parking ones. The creation of such lanes will increase bicycle use, reduce automobile use, and thus improve safety for cyclists even on other streets without the lanes. Legitimizing cycling also improves the sometimes-readful traffic behavior of cyclists who are now outside the system, in terms of facilities, education, and enforcement.

With the limited land available in Boston, we need to seriously work on all possible means of car reduction, both by improving MBTA service and by improving the bicycle transportation environment. Boston's several bike paths could be signed and promoted better; I meet people all the time who do not even know about paths in their part of town. Let's take advantage of past expenditures! The following suggestionsertain primarily to bicycling but also relate to intermodal connections and jurisdictions.

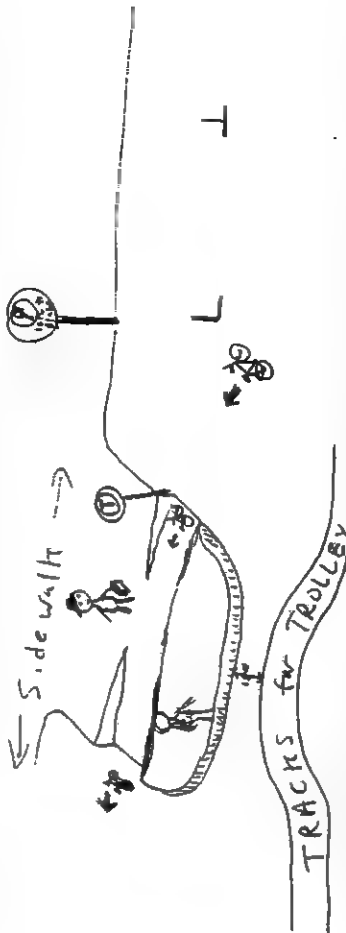
Muddy River bike path and connections: Continue surface improvements by extending repaving in Longwood Ave Bridge from the north. Restore bridge crossing in Carlton St. and make it wheelchair and bicycle accessible. A bike trailer cannot be carried across the Longwood T stop stairs, and using Park Drive to cross the H.U. Bridge is a hazardous and unpleasant undertaking, even for experienced cyclists such as myself. The MBTA should assist in extending the path through its right-of-way under Park Drive and past the limited Plaza development (old Sears building) for connection to the Fenway and the Beacon St-Brookline Ave-Fenmore Square region without using Park Drive.

Harvard St/Harvard Ave. Not an MBTA issue for the most part, although the Commonwealth Ave track crossing is hazardous. Improve lane striping and add a bike lane where appropriate (southbound from railroad Rd toward Coolidge Corner) to remind motorists and cyclists that the road is an important bike route. Street width varies, but there is sufficient width in many places to mark a bike lane and still leave room for two lanes of cars in each direction. In other sections, I suggest removing one side of car parking; after all, roads are for transportation, not storing vehicles. Friendlier environments for walking and cycling are good for business; these modes make it easier for people to step into a shop and pick up all but the bulkiest or

## Comment # 76

heaviest purchases. Cities such as Eugene, OR, have removed car parking on one side and the experiments are still in place 10 to 15 years later. Eugene also has a thriving car-free downtown mall - something worth pursuing statewide (as has been done in Boston's downtown crossing).

3. The above comments on parking removal also apply to Centre St. in Jamaica Plain, one of my least favorite routes. With the return of the E trolley, we will see some welcome car reduction but bicycle safety must be addressed in wheelchair-accessible platforms which I hear give only 15" between track and curb. With snow, this 15" is insufficient, and certainly creates hazardous cycling at other times as well by reducing maneuverability at the busy trolley plazas. Are there ways to provide a ramp over the plaza for cyclists, with a bold yellow striping to warn MBTA passengers of its existence? See sketch below. Bike stands direct bicyclists. The ramp rises from street level to plaza level at the center back down to street level at the exit end.



Replacing a few spaces of car parking with bike parking on the street is another way to encourage bicycle commuting without removing a whole side of parking. However, much more would be gained by providing parking at S. Huntington (Hospital end) and South St./Forest Hills, with shuttles (the trolley). This could accommodate the cars which used to park along one of the sides of Centre St. with space for bike lanes in each direction and the creation of a more vibrant J.P. business district. Just consider again Downtown Crossing, or the fact that shopping malls are car-free on the inside. That's why they are so popular.

4. Bike Parking. Use the Transportation Building bike parking area as a model for location (not type of rack) next to an attendant, convenient to stairs and elevator, weather-protected. Strive for this ideal in all T stations, especially those at the ends of lines where bicycles can increase the catchment area the most. Publicize the parking widely. Without promotion, few people will ever notice it. If parking already exists, move it to a more secure, visible, convenient, and dry location. Then announce your move. Some of the spaces should be lockers; rent them out to pay for their cost (People who use them have fancier bikes and are willing to pay insurance for them).

Thanks for the opportunity to comment, and let me know what you think of these ideas. Thanks also for all your work to make our transportation system more efficient, equitable, and non-polluting.

Sincerely,

Bill Taylor

Bill Taylor  
 Earth Works  
 62 Day St.  
 Jamaica Plain, MA 02130  
 Phone (617) 989-9403

CAMBRIDGE

**PROPOSED  
TRANSIT IMPROVEMENTS**

In order to help alleviate transportation deficiencies for travel into, out of, and within Cambridge, several projects should be implemented over the next decade. Of greatest need are the following transit improvements:

**Circumferential Transit:** This project would provide a fixed rail facility connecting Cambridge to the Orange Line North and the Green Line's Riverside Branch to the West. The large number of people commuting to Cambridge from the I-93 corridor and the Mass. Turnpike corridor would then have an excellent transit option for travel to Cambridge.

**Express Buses and Other Local Service:** Since construction of the Circumferential Transit Line is probably many years away, express bus service into Cambridge should be provided in the I-93 and Mass. Turnpike corridors. Such service is currently provided into Boston. In addition, the current MBTA practice of terminating bus lines at Harvard and Central Square should be discontinued. As many bus lines as possible should be connected and thru-routed to transit stations at the edge of the City. This would eliminate the inconvenience and cost of a transfer for many trips within Cambridge.

In addition to the already mentioned express bus service, specific bus route changes would include:

- Connecting Route 69 (Harvard-Lechmere) with Route 74 (Harvard-Belmont Center).
- Connecting Route 47 (Central-BCH) with Route 83 (Central-Rindge) and terminate Route 47 at Ruggles.
- Connecting Route 64 (Central-Oak Square) with Route 91 (Central-Sullivan).
- Terminating Route 96 (Medford-Harvard) at Davis Square.
- Extending the North Cambridge trackless trolley to Arlington Center and have all the Arlington Heights service routed to Alewife.
- Instituting Waverly Square to Alewife service via Belmont Center.
- Instituting Waltham to Alewife Service.
- Instituting Route 70 (Waltham-Central) to Kendall and Lechmere instead of Route 64.

**Relocated Lechmere Station:** By relocating this facility to the north side of Msgr. O'Brien Highway, First Street can be extended to Msgr. O'Brien Highway and the roadway constraining columns supporting the existing Green Line can be eliminated. This will help ease traffic flow in the Lechmere Square area.

**Green Line Extension Northwest:** Relocating the Lechmere Station also provides for the extension of the Green Line. This would provide better transit service to Cambridge and back from eastern Somerville and western Medford and eliminate the need for MBTA parking at Lechmere Station.

**CLF**  
Conservation Law Foundation

3 Joy Street  
Boston, Massachusetts  
02108-1497  
(617) 742-2540  
Fax: (617) 523-8019

December 10, 1991

Robert Sloan  
Central Transportation Planning Staff  
10 Park Plaza  
Boston, MA 02116

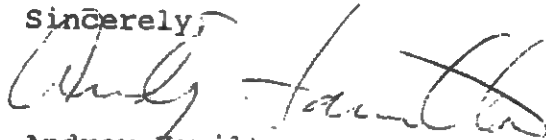
Re: Program for Mass Transportation

Dear Mr. Sloan, *Bob*

Since the submittal of CLF's comments with regard to the Program for Mass Transportation, an additional potential project has come to our attention. Through various sources, we have learned that the MBTA may be planning to remove the Green Line 'A' tracks to Newton. For many reasons, including implementation of the Clean Air Act, Artery/Tunnel construction, and the need for the economic benefits generated by transit, this is hardly the time to be dismantling viable transit assets.

We wish to have added to the list of PMT projects the reinstatement of the 'A' Line. Thank you for the further opportunity to comment.

Sincerely,



Andrew Hamilton  
Staff Scientist

cc. John Haley, MBTA  
Susan Tierney, EOE





November 22, 1991

Mr. Robert Sloan  
Page Two

C.) Metropolitan Region - The metropolitan area would benefit from direct accessibility to Boston's airport via mass transit from all parts of the city. Commuters in the western suburbs would be able to park their cars at Riverside and Rt. 128 and take a heavy rail connection to downtown Boston and Logan Airport. This would induce future commuters to park and ride, rather than add to downtown traffic congestion. Travelers with luggage going to Logan Airport might consider the Blue Line (vs. driving) if there were no need to change trains, and a direct connection to terminal buildings at the airport.

II. Green Line Extension/Relocation from Kenmore Sq. (Along a Depressed Turnpike/Commuter Rail Corridor) to Allston and Cambridge (Phase II) Extension of the Green Line to Allston Landing, and eventually Cambridge as part of the circumferential transit plan, combined with depression of the Mass. Turnpike from Charlestown to Cambridge St. to form a new transportation corridor (Phase II of the MTA Turnpike Air-Rights Study could review this). Riverfront access from the Fenway area and Allston/Brighton provided by redevelopment of Beacon rail yards and Mass. Turnpike Allston Interchange using Automated Vehicle Identification system to reclaim toll collection property.

Together with the Blue Line extension above, the joining of the Blue Line, Green Line, Commuter Railroad, and high-occupancy vehicle/bus drop-off from the Turnpike below would create a major transit node at Kenmore/Fenway. The Red Sox Organization expressed interest in the restructuring of transportation at Kenmore Sq. in order to provide better transit access, potential stadium expansion and improved pedestrian linkage to Kenmore Sq.

III. The Need for Split-Mode Analysis and Traffic Demand Management (TDM) The need for greater correlation of mass transit and highway forecast acting to achieve a preferred scenario was evident to me as a participating observer to the Central Artery/Charles River Crossing - Bridge Design Review Committee. The B.R.C. gave priority to capping and potentially downgrading future traffic volumes on Storrow Drive. Several neighborhood associations, Boston Globe editorial, and Charles River Watershed Association also endorsed Riverfront 2020's downgrade of Storrow Drive into a pedestrian-oriented boulevard, similar to Commonwealth Avenue, accessible to a revitalized Charles River Basin/Esplanade (see report appendix).

An aggressive split-mode approach combined with traffic demand management should pro-actively explore possible scenarios, i.e., facilitate the diversion of Storrow Drive through-traffic (going to Logan Airport or Mystic/Tobin Bridge) onto the Mass. Turnpike at Allston by using reserve capacity of the Turnpike once the Central Artery/Third Harbor Tunnel is in place. The Blue Line extension would absorb up to 40,000 cars/day of future growth in the western corridor, according to my colleague Bruce Campbell.

tel: office (617) 631-5452  
fax (617) 631-5459

Edward O. Nilsson & Associates Architects  
Member of the American Institute of Architects  
28 Naugus Ave. — Marblehead, Mass. 01945

November 22, 1991

Mr. Robert Sloan, Secretary  
Central Transportation Planning Staff  
10 Park Plaza, Rm. 2150  
Boston, MA 02116

Re: Program for Mass Transportation (PMT) - Town Meeting  
Riverfront 2020 - A Charles River Basin Master Plan

Dear Mr. Sloan:

Thank you for the opportunity to present Riverfront 2020 at the Regional Core Corridor town meeting of the Program for Mass Transportation (PMT) Wednesday, Oct. 30th. I and my colleagues Craig Ball and Bruce Campbell believe Riverfront 2020 to be a comprehensive transportation and land use plan for part of Boston that can be a catalyst for economic development in the metropolitan Boston region. To summarize the text and brief presentation, I note the following components (I. thru IV.):

I. Blue Line Extension from Charles Circle to Kenmore Sq. and Route 128 via Riverside (Green Line) Tracks. This feature links the large segment of current and future ridership in the western suburbs via heavy rail link directly to downtown Boston and Logan Airport. The benefits of this plan are in three categories: a.) immediate locals, b.) contiguous downtown, and c.) metropolitan region.

a.) Immediate Locals - The immediate locale would benefit from direct mass transit access to the Charles River Basin via Blue Line stations at the Hatch Shell and the Mass. Ave. Bridge. The focal point of the Riverfront 2020 plan is completion of Frederick Law Olmsted's Emerald Necklace with citywide access to the Basin for summer festivals, potential development of increased recreational facilities, possible future summer Olympic sites, and other cultural amenities along the Esplanade.

b.) Contiguous Downtown - The contiguous area benefit would be parallel transit service to downtown Boston from the western suburbs. This would reduce congestion at Park Street and Government Center (suggesting that the downtown connection to the World Trade Center perhaps should be made at the Blue Line Aquarium Station in lieu of Boylston St.). The major existing transit link to the west (Green Line) could be rendered inoperative by one disabled car at Arlington St. or Boylston St. The proposed Blue line extension, therefore, would provide an important parallel backup system to the Green Line.

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Mr. Robert Sisco  
Page Three

November 11, 1991

IV. Cost Effectiveness The following items are noted:

- a.) The cut-and-cover method of extending the Blue Line from Charles Circle to Kenmore Sq. along two barrels of Storrow Drive is a practical and economical approach. The existing Green Line tracks (compatible with Blue Line) would be utilized from Kenmore Sq. to Riverside/Route 128.
- b.) The depression of the Mass. Turnpike from Charlestown to Western Avenue could be linked with the Green Line extension for partial mass transit funding, and sale of air-rights above.
- c.) The overall implementation of land-use revitalization should be estimated on macro-economic basis. For example, a portion of the Central Artery Project projected a \$1.1 billion cost and a \$1.3 billion return to the local economy. Similarly, New York's Central Park (designed by Boston's Emerald Necklace landscape architect Frederick Law Olmstead) had in 1864 (25 years after its inception) increased land values around the Park to pay for land acquisition, construction, maintenance, and interest payments, plus an estimated \$17 million profit to the city (see attached excerpt).

It is recommended that the Program for Mass Transportation consider Riverision 2020 in meeting its objective to implement services and facilities that will 1) influence development and growth patterns to encourage transit usage, and 2) provide a catalyst for private development. While Riverision 2020 may not be the plan, we encourage exploration of these ideas and offer it as a plan to further advance comprehensive planning.

To explore these ideas, and possible strategies, it is suggested that EOTC appoint a task force including MBTA, MTA, Massport, Boston Redevelopment Authority, and Boston Transportation Dept. representatives, and that this task force meet monthly to explore common transportation and land use goals.

Very truly yours,

*Edward O. Wilson*  
Edward O. Wilson, AIA

Encl.

- cc: Mr. Richard Taylor, Secretary of Transportation
- Mr. John Haley, Jr., MBTA General Manager
- Mr. Stephen Coyle, Director, Boston Redevelopment Authority
- Mr. Douglas Foy, Conservatory Law Foundation
- Mr. Peter Nessel, Secretary of Administration and Finance
- Mr. Richard Dimino, Commissioner, Boston Transportation Dept.

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174 Central Park

signed by some of the most substantial men of the city was addressed to the Mayor. The financial success of the Central Park enterprise was cited as the precedent for embarking on the needed new parks:

We consider the enlargement of our Park area is important a matter that we beg respectfully to call your especial attention to a few of the salient points in the very able Report of the Commission appointed by yourself, which Report we most fully approve and endorse.

The Central Park cost the city..... \$ 6,666 181  
Construction account and maintenance..... 16 378 844  
Interest at 7 per cent. during 25 years..... 20,755,975  
Total..... \$ 43,794,150

Taxes collected during this period in the wards in which the Park is situated..... \$10,000,000  
Estimating fifty millions of this as an increase from ordinary causes, there remain sixty millions, leaving a balance to the credit of the city of seventeen millions.

The city thus has this magnificent domain for nothing, with the enormous increase of tax income from the district in its neighborhood besides.

THE INVITUS TO OUTDOOR RECREATION.

The public desire for participation in the newly available pleasures of winter as well as of summer in the Park has already been commented on in Chapter V, and the fashion of skating, promoted by the success of the Central Park lakes, spread throughout the country.

While in 1857, town riding was so little practiced that "not half a dozen citizens of New York kept riding horses and among innumerable suggestions offered . . . for . . . the park, there was not one from any quarter for a bridle road." It was not long before hundreds of horsemen made daily use of the Park roads.

Whereas in 1861 the Annual Report of the Central Park Commissioners set forth arguments for outdoor exercise and recreation for school children, with testimony as to the then evil effects of their lack, and urged the formation of a feasible plan for both boys and

girls (Lionsden, Putnam, and many others. After the long list of signatures, the names are classified under headings: Bankers, Owners of Real Estate and Taxpayers, Lawyers, etc.

The sum of the above figures should read \$43,801,150. There is no means of checking whether the total or one of the three figures comprising this was an error. These figures are higher than those given by Mr. Olmsted (see p. 163, ante).

<sup>1</sup>See Part II, Chapter I, p. 276.

Account from Twenty Years of Landscape Architecture, Volume One, Frederick Law Olmsted, and John C. Olmsted, subtitled Central Park as a work of art and as a great practical achievement (New York: 1907).  
Olmsted's Works, The Olmsted Papers, 1857-1902, edited by Frederick Law Olmsted, Jr. and Marie Perle. New York: 1975.

Chris Torre  
33 Walbridge Street S  
Allston Ma. 02134

## Proposed West Corridor Rapid Transit

The proposed route of rapid transit or new rapid transit service is such that with the existing Framingham Commuter Rail, the service would begin in the South and a separate line. Both services would then use the same two existing tracks through Back Bay, with new stations at Massachusetts Avenue and Kenmore for the South service. In Allston, Allston and North Station, the two services to be separated. The new line would have three stations in Allston and an intermediate station in Brighton, and would then change into a branch to Brighton Center. Transit trains would operate at eight minutes with commuter trains in between, creating four minute intervals. The signal system would provide full ATC for Transit Trains on an automatic stop for commuter trains. Out of line of both services would leave South Station on an integrated schedule. The minimum slight delay of inbound commuter trains would be offset by further upgrade of the Framingham line for higher speeds. The line would be extended to Woburn. But the frequency would not be increased. Further increase in commuter rail capacity would be accomplished by reopening the Marlborough branch from North Station.

Also proposed is a system of the future D Reservoir service onto Boston in Brighton

4109

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## Existing Service

### Allston, Brighton

- Slow local surface lines
- Widely variable timing
- Bunching with standees on both routes
- Slowed by load "spikes"
- Low usage at outer ends
- South Side Rail, Orange
- Via Red or walk at Copley,

### Green Line Tunnel

- Green Line
- Near capacity in tunnel
- Old colony via Red

### Watertown

- Buses to Copley and Downtown only, must walk to other connections
- Mostly peak hour service, must use schedule midday and after PM peak
- Nights and Sun, must use slow local bus routes with schedule
- Complex route combinations with six different bus stop centers
- Expensive

## New Service

- High speed regional route
- Uniform timing
- High capacity, low cost
- Would reduce load on bus and B line
- Creates new West Corridor
- Direct connections for all Green branches

- Serves old colony
- Would remove most Red Line south, Orange and South Side Rail from Green

- New line has more stations and connections
- Constant service
- Feeder buses centered around two rail stations per line

Comment # 80

## Existing Service

### Waltham

- Low amount of feeders to Watertown
- Feeders are hourly, peak only
- Or, long, slow local bus to Central

### North Allston

- Three local bus routes feed to Harvard or Central, One route connects to Green Lines
- forming long, slow route to Kenmore
- Buses loaded, bunched, and must use schedule

### Regionwide

- No auto park existing
- System not competitive with Turnpike, Storrow or Commonwealth except turnpike buses
- Park at station
- System competitive with Highways for all users

## New Service

### Funding Initiatives

- Provides low cost Green Line Supplement (no existing preferred alternative)
- Provides Brighton Corridor Service (replaces proposed light rail, upgrades service)
- Reduces much of 301 Brighton - Downtown via Turnpike
- Eliminates all non-peak Turnpike Service
- Reduces Brighton - Kenmore bus service and B line
- ~~Replaces proposed West Corridor, thru bus service and longer Downtown loop for Turnpike buses~~
- Provides new track for Framingham line
- Provides increased service at Yawkey station location (sought by residents due to office development)
- Reduces future bus increases for more service or more capacity



(80)

Proposed Rapid Transit Line Data

Trains in service: peak - 6  
other - 5

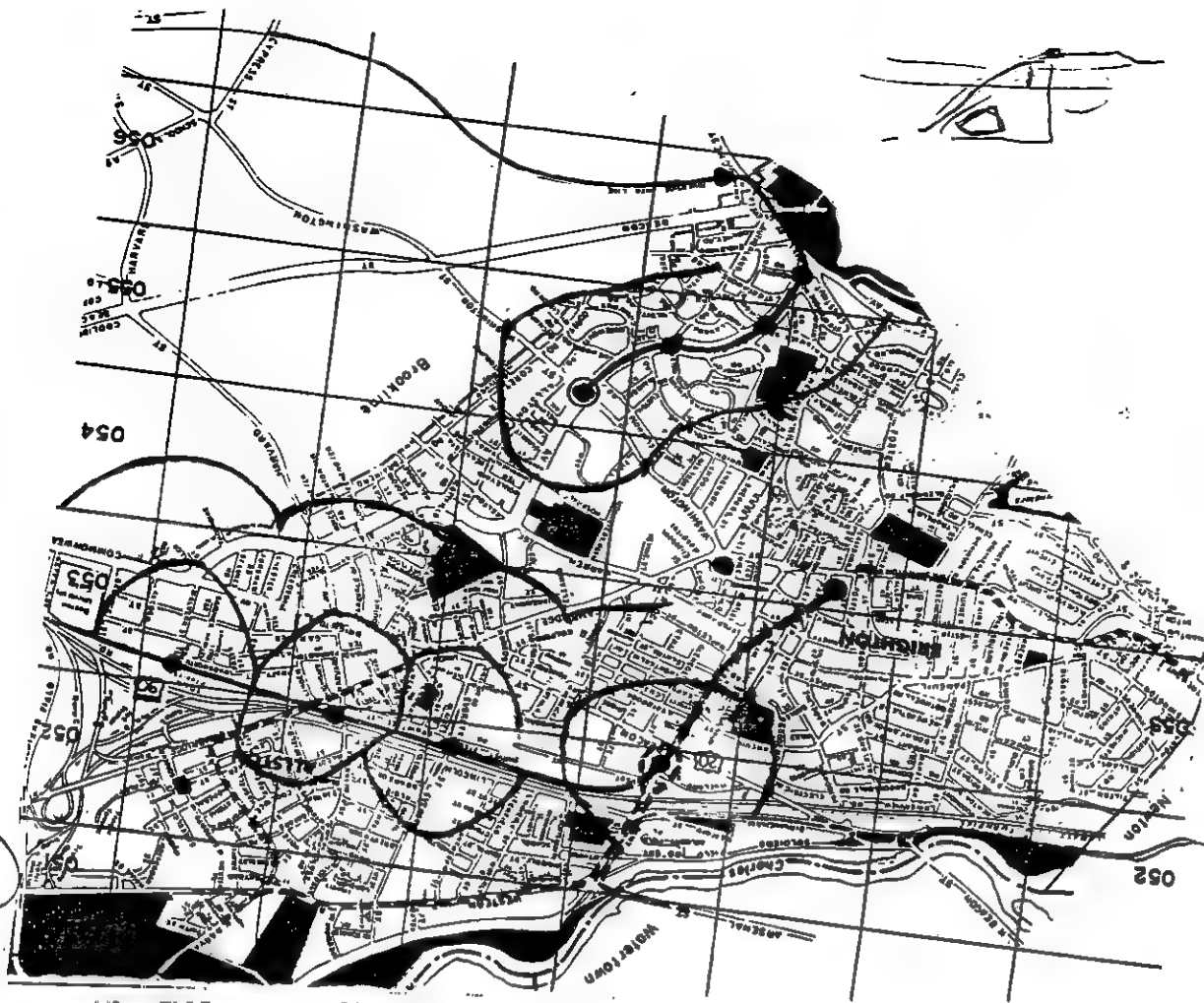
Spur in days: 1 or 2 (depending on need)

Cars per train: 4

Car dimensions: 9.5' x 10'-6"

Train personnel: peak - 12  
other - 5

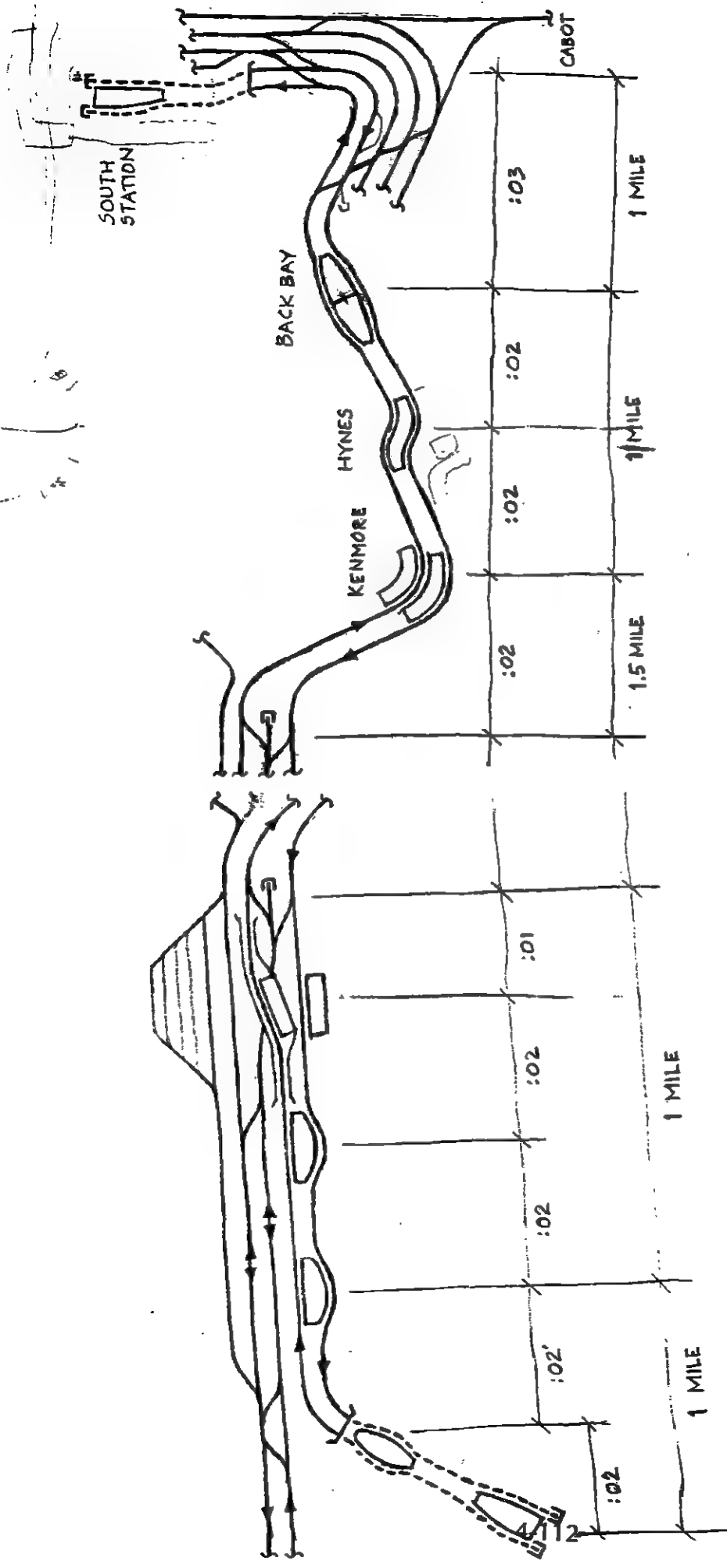
Stations/personnel: 9



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81  
Boston Area Bicycle Coalition  
P.O. Box 1015, Kendall Square Branch  
Cambridge, Massachusetts 02142  
(617) 491-RIDE

Inquiries to:  
7 University Park  
Waltham, MA 02154  
(617) 891-9307  
December 14, 1991

Commuting in a New Century  
Central Transportation Planning Staff  
10 Park Plaza, Suite 2150  
Boston, MA 02116-3968

To Whom it May Concern:

I present the following comments as a member of the PMT Advisory Board and on behalf of the Boston Area Bicycle Coalition, a nonprofit citizens' group which advocates bicycling for transportation.

Bicycling is cost-effective, environmentally friendly and flexible transportation which avoids dependence on fossil fuel imports. For trips up to approximately five miles, bicycling's door-to-door service makes it time-competitive with any other mode. Bicycling expands the capture area of rail stations at a low cost for parking facilities.

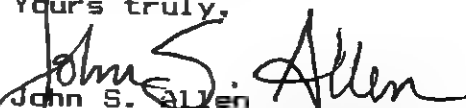
In European and Asian countries whose standard of living equals ours, bicycling accounts for 10, 20 and even 50 percent of commuting and utility trips, as compared with our approximately 2 percent. By integrating bicycling into planning for all transportation projects, we can do the same. Land-use planning principles which reduce vehicle miles traveled favor bicycling as well.

The Massachusetts Bicycle Advisory Board report, available in the State Transportation Library, provides a blueprint for improving bicycling conditions, but briefly, we must assure bicycle access to public transportation stations, provide parking including secure bicycle lockers, and accommodate bicycles on rail cars by the selection or adaptation of rolling stock.

While some separate bicycle paths are appropriate, the bulk of bicycle travel is and will continue to be on shared roads, and appropriate design can greatly increase safety and convenience of bicycle travel. The bicycle should be included as a design vehicle in the Massachusetts Highway Design Manual: a serious omission since bicycles use road space differently from motor vehicles. As detailed in the Bicycle Advisory Board Report, educational and law enforcement efforts also play a part in improving bicycling conditions.

The Boston Area Bicycle Coalition and I personally stand ready to expand on the contents of this letter and to participate in further discussion of options for transportation planning.

Yours truly,

  
John S. Allen  
Member, PMT Advisory Board  
President, Boston Area Bicycle Coalition





# TOWN OF MANSFIELD, MASSACHUSETTS

50 West Street, Mansfield, MA 02048

December 13, 1991

Mr. Richard L. Taylor  
Secretary of Transportation  
EOTC  
10 Park Plaza, Room 3510  
Boston, MA 02116

Dear Mr. Taylor:

After a public hearing on December 11, 1991 the Board of Selectmen of the Town of Mansfield by resolution directed me to write you to express their strong opposition to any plans to relocate the Mansfield Train Station from its present downtown location. The Board is further negatively disposed to the School Street site. After a lengthy hearing the consensus of the Board is to strongly resist any plans by the MBTA to develop the School Street parcels. The residents in attendance are forming a committee to qualify as interested persons in any formal environmental review. I have enclosed for your information an abstract of the minutes of the meeting of December 11, 1991 relative to this matter.

The Board of Selectmen also wish to reaffirm its request to be an interested party relative to any proposed project and its environmental impact. Please provide us any preliminary environmental assessments and list us formally as an interested party.

The Board of Selectmen requests that the MBTA evaluate alternatives to perceived parking congestion and traffic issues and communicate with them soon on a meeting date. We are not opposed to improvements but have definite ideas as to the proper impact on the Town. We look forward to your cooperation and a fresh dialogue on this important matter. Thank you for your cooperation.

Very truly yours,

William F. Williams  
Town Manager

WFW/ego

Peter Thompson 2 Bellingham Place, Boston 02114

Red Line regarding Beacon Hill 227-1482

R. Line directly to airport

Charles Street underground at MGH

Underwater ~~at~~

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Beacon Hill Circ Assoc.; Transp. + Traffic Committee

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Idea: Red Line to split and go on to airport

Laurel Carlson

Donna →





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**SIERRA CLUB**  
**Greater Boston Group**  
 3 Joy Street, Boston, MA 02108  
 (617) 227-5339

12/16/91

Comments on the Program for Mass Transit - Phase 1

Projects Currently Underway

Blue Line Station Modernization

We understand parts of the Blue Line will have to be shut down for extended periods during this project and shuttle buses substituted - every effort must be taken to ensure that present riders are inconvenienced as little as possible and potential riders are not dissuaded from using this service. A loss of ridership due to construction impacts is not acceptable.

Also, if Bowdoin Station is to be permanently closed, this information must be made known to the patrons of this station and abutting property owners. The public must have the opportunity to comment on this plan in advance of closure.

Arboretum Restoration

Work on restoration of this service needs to be expedited - upon arrival and acceptance of the new Green Line cars, this should be the first line equipped with them.

New Dudley Bus Station

Should be constructed to accommodate Light Rail vehicles - the Greater Boston Group of the Sierra Club supports Light Rail as the preferred option for Washington Street Replacement service.

Central Corridor Bus Study

Perhaps some thought should be given to splitting bus operations into core, south, north and west divisions, and decentralizing control to these divisions. - local control of bus services might produce service better tailored to the needs of these communities. Such services might be easier to "fine tune" in terms of both service and budget issues.

Obviously, coordination between the various divisions and the rapid transit system, commuter rail and boat services and other transit authorities, would be critical to the success of any such scheme.

Comment # 84

(2)

South Station Transportation Center, Phase 2  
 Two issues need to be addressed - is there enough capacity for present and future commuter and interstate bus needs, and have the designers taken into consideration the possibility of 45 foot long buses being produced?

Proposed Projects

North - South Rail Connection

The time to build such a connector is now and as part of the Central Artery Project - this is the single most important transportation issue in all of the New England and will set the direction for transportation planning into the next century.

Bowdoin-Charles Connector

Is this the best plan for facilitating connections between the Blue and Red lines? There have been plans in the past to connect the Blue Line to both the Red and Green Lines at Park Street. This plan would also relieve pressure on the Green Line between Park Street and Government Center. The point is that before the state embarks on this project, it needs to take a good look at the whole downtown distribution system and come up with a list of other possible combinations for discussion.

Washington Street Replacement Service

The Greater Boston Group of the Sierra Club supports the Washington Street Corridor Coalition's position that the only choice for replacement service should be Green Line service to Dudley Square. In terms of reducing automobile usage, increasing transit usage, better serving those communities left without direct subway service to downtown Boston when the Orange Line was relocated, increasing economic activity, and reducing long term capital and operating costs, the electric bus option falls far short.

Thoughts and Suggestions for the Future

Better Rapid Transit Connections to Logan

As mentioned earlier in remarks on the proposed Bowdoin-Charles connector, the state needs to take a good look at the whole downtown distribution system and potential new connections that could be made. In the past plans were advanced for physically connecting the Blue line with either the Orange or Green Lines. It has also been suggested that a branch off the Blue line be built into the airport.

(84) (3)

Third Harbor Tunnel  
This tunnel is planned not only to serve Logan Airport but also to directly connect with the already inadequate McClellan Highway in East Boston. If any tunnels are built they should be for rail/HOV use and limited to Logan Airport traffic. No outlet to East Boston or McClellan Highway should be allowed for either general or HOV traffic.

Possible Introduction of Transit or Commuter Checks  
This program would allow employee transit subsidies to be used on private carriers and other transit providers as well as the MBTA. This program is in use in New York and other cities and offers much greater flexibility to the user and encourages more employers, especially smaller ones, to offer transit subsidies.

Coordination of Services  
The necessity of transferring from one service to another to reach a final destination is a deterrent to using transit. More emphasis must be given to integrating and coordinating light rail, commuter rail, and bus services, not only to minimize waiting times for connections, but also to offer more choices to the potential transit user and make better use of available resources. This is important at all times, and especially during off peak periods such as nights, weekends, etc..

Regional Planning  
It is essential that the PMR be integrated into a comprehensive regional (including other New England states) transportation plan that encompasses highway, rapid transit, commuter/regional rail services, and ground transportation related to air traffic.

High Occupancy Vehicle Lanes  
To be workable the above plan needs to include disincentives for commuting into downtown areas by single occupant vehicles. This would allow surface mass transit vehicles to move quickly and provide an acceptable level of service. These disincentives should include HOV highway travel lanes on all major arterials into the downtown area and HOV only parking areas in all downtown garages.

(84) (4)

Green Line/Light Rail Potential  
Many American cities are building light rail systems as a cost effective means of attracting riders and reducing automobile usage. Here in Boston, the Green Line has the heaviest ridership of all rail modes and, with the exception of the Orange Line, the lowest subsidy per rider of any other mode directly operated by the MBTA. Given the above figures, you might well assume the MBTA would be enthusiastically planning to expand, not reduce light rail service. The attempted abandonment of the Arborway Line, the refusal to extend Green Line service to Washington Street, the foot dragging on implementing the extension beyond Lechmere to Tufts in Medford, the lack of interest in pursuing additional extensions, and the attempt to permanently abandon the Watertown Line without public discussion, tell a different story. Its time to recognize both the effectiveness and potential of light rail as a transportation resource.

Balance  
In evaluating future projects, it should be remembered that a balance must be kept between the needs of the core areas, still the heaviest source of ridership, and the needs of those communities further out and beyond the boundaries of the MBTA district. A difficult task at best, but, losing a present core user through neglect while spending significant amounts of money to attract his/her suburban counterpart, may not be the most effective policy.

Land Use Planning  
Unwelcome words in some quarters, but the present system of letting developers make most of the land use decisions, while government vainly scrambles around to try and mitigate the impacts, is getting us nowhere. The Metropolitan Area Planning Council (MAPC), in its Mstroplan 2000 - a Regional Development Plan, has begun to address some of these land use planning issues, including transportation. This effort needs to be coordinated with any planning for future transit projects to maximize the impact of those projects.



(15)

#### Project Analysis

There has been concern voiced that the MBTA has, in the past, been more concerned more with what funding was available than what projects were most needed. Since UMTA and the FWA are not noted for their innovative approaches to transit and roadway projects, every attempt must be made change the way business is done so that states have greater control in managing their own growth. A beginning has been made with the recently passed Surface Transportation Re-authorization Act but more flexibility is needed.

In the meantime, the state needs to be clear about what it wants to accomplish in the long term, even if funding is not yet available or flexible enough, and not promote projects based solely on funding availability.

In these days of limited resources, the aim of any plan should be to give priority to projects which have the most potential to retain present riders and attract new riders in a cost effective manner. If many small projects accomplish this objective better than several mega-projects, then this needs to be taken into account as part of any cost/benefit analysis.

#### Innovative Service Approaches

The plan should not be limited to "more of the same." Innovative ideas to reduce the cost and environmental impact of transit service should be considered. For example, the traditional, large, very low mpg transit bus that not always be the most cost effective or environmentally desirable type of vehicle on low ridership routes.

#### Private Sector Involvement

The private and "not for profit" sectors should not be excluded from this plan. Experience in other cities and other countries seems to show that they can sometimes provide services which would be prohibitive in cost if provided by the transit system.

#### The Ride

It's very unclear why, in this center of learning and research, no one has been able to come up with a taxicab design that would ~~both~~ function effectively for both the general public and those folks who use a wheelchair. Converted minivans are still not the answer, and the Ride is expensive to operate and requires people to plan their entire lives one day ahead.

(84)

(16)

#### The Pedestrian

The pedestrian has a minimal impact on the environment as well as being the most cost effective form of transportation available by far. Every effort must be made to accommodate present walkers and attract those who might be willing to make it all or a part of their daily commute. Unfortunately, although much lip service is given to the virtues of walking, current traffic planning practice seems to view the pedestrian as little more than a nuisance that slows down traffic flows. Needless to say, the Sierra Club thinks that this policy needs to be reversed.

#### Marketing

The MBTA system needs to be made more "user friendly" and it must be recognized that, especially in the suburbs, it does not have a captive market. Most users have cars, which they will use if the service is inconvenient or difficult to understand or use.

Some suggestions:

Employees should be friendly and helpful.

At stations and stops, a sign should indicate the

approximate schedules and/or frequency of service.

Fare collection must be made easier to use. Token machines

and barrier free fare collection systems must be evaluated

and implemented if they are found to be effective in

controlling costs and attracting and retaining riders.

Station displays showing arrival times and information

about delays, cancellations, etc..

#### Summary

Public Transportation is a necessary ingredient of a civilized society, but the taxpayers need to receive good value for their investment or they will stop paying. Any costs that do not directly result in service being provided must be justified.

There is a sense among the Sierra Club members who

participated in compiling these remarks that the MBTA and

other state transportation agencies have almost forgotten

the justification for all the money they spend, and need

to be jerked out of their ruts. Innovative approaches to

providing transportation services for the citizens of the

whole New England region are needed.

Compiled by John P. Deacon, Transportation Chair of the Greater Boston Group of the Sierra Club, from those comments received from members of the Group.

19 Phillips Street  
Boston, MA 02114  
December 13, 1991

Mr. Robert Sloane  
Central Transportation Planning Staff  
10 Park Plaza  
Boston, Mass.

Dear Bob:

Attached are some comments for consideration on the revised program for Mass Transportation (PMT). Our group, North Slope Neighbors, would like to participate in the PMT advisory committee and other public meetings.

As you may know the North Slope of Beacon Hill was originally part of the West End of Boston before urban renewal. The orientation of the neighborhood is to Cambridge Street, unlike the rest of Beacon Hill and our transportation interests are not necessarily consistent with those of other organizations in the neighborhood.

Many area residents walk to work or commute short distances on the MBTA, to destinations close to downtown. Residents with jobs outside of the core are usually forced to drive and must face intense competition for overnight parking. Many of the proposed and completed transportation projects will have only indirect benefits, such as improved air quality, if the primary focus is peak hour travel. Projects which support reverse commuting, shopping and leisure travel could have major benefits to core area residents, especially if the result is reduced automobile ownership.

The "cold start" problem is significant, not just because ozone eventually is produced, but also in very dense areas, automobile exhaust directly enters houses before reaching sunlight, making volatile organic compounds a problem. Our goal as a neighborhood would be to reduce the need to own an automobile which, in turn, would reduce the amount of use for short trips that might take place.

The future of the Bowdoin to Charles connector is of direct concern because the initial designs would have had a negative impact at

Charles Circle and the poor design would have resulted in little growth in transit use. We believe that a better design could increase ridership by reducing running times and shortening the walking distance at the Charles Street connection. These considerations become very important as the neighborhood is facing the loss of the Bowdoin Station.

Finally, access to regional transportation networks from the core is a priority. Increased frequency, regular interval services and additional destinations would allow core area residents to use services in the off peak direction. Dedicated bus services, connecting with every trip, and shown in the schedules to recreational areas, especially on weekends, would be very desirable and would eliminate one of the major reasons that core area residents own automobiles.

I look forward to this process, and hope that some new transportation projects emerge to improve our mobility and quality of life.

Sincerely yours,

Clark Frazier

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# 1. Introduction

the first part of the paper, we consider the case of a single input-output technology, and then, in the second part, we consider the case of a multi-input-output technology. In the first part, we consider the case of a single input-output technology, and then, in the second part, we consider the case of a multi-input-output technology.

[illegible]

where, perhaps, an initial reduction in activity would at the expense of private consumption be necessary, especially in most cases, such as investment expenditures, to enable the country to carry out a successful external policy of monetary and credit expansion. But, for long periods, the country would be obliged to carry out a policy of contraction, which would be followed by a period of expansion, and so on, until the country had

1. *Introduction*  
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 3. *Methods*  
 4. *Results*  
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iv. 'A Clean Air' Consideration

The MTA must participate in whatever solutions are required to reach attainment under the provisions of state and Federal Clean Air Act regulations. In addition to providing public transportation services, the MTA must provide a safe, attractive and convenient enough to result in reduced driving, and some operational changes may be required. In particular, the MTA should substitute electric operations for diesel wherever possible. Diesel bus routes that duplicate electrically operated services should be dropped and the fare structure should be

PHI Suggestions, December 13, 1971

58

[illegible]

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[illegible]

It is a well-known fact that the most common cause of failure in a machine is the lack of proper maintenance. This is especially true in the case of the internal combustion engine, which is a complex machine with many moving parts. The most common causes of failure are lack of oil, lack of proper timing, and lack of proper adjustment. These factors can lead to a variety of problems, including overheating, knocking, and even complete failure. It is important to follow the manufacturer's recommendations for maintenance and to have the engine checked regularly by a qualified mechanic. This will help to ensure that the engine is running properly and will last for many years.



- (85)
4. The Old Colony should advance, but, as previously mentioned, the noise mitigation funds should be used for electrification.
  5. Roxbury Replacement service along the Washington Street and Blue Hill Avenue corridors, which are underserved, should be implemented in a useful form. The proposed electric bus will increase costs but will have few service benefits, so the light rail option should be reevaluated.
  6. The Red to Blue connection project should be redesigned (in connection with the proposed closure of Bowdoin station) to avoid increasing the above-ground size of the Charles/MGH station. The loop at Bowdoin should be eliminated, to eventually allow a standard Orange/Blue vehicle design.
  7. The South Boston Piers project should be split into phases with an eventual goal of building an eastward facing branch of the Green Line, allowing Newton and Brookline service to terminate at South Station or the Piers area. The idea of a U-shaped South Boston to Roxbury service (shorter than a direct bus) which would minimize rather than minimize transfers should be dropped from consideration. A second downtown terminal for the Green Line would reduce pressure on the Park Street to Government Center segment and could allow track realignments at Park Street station.
  8. A surface light rail and tourist trolley line connecting the South Boston Piers with the Charlestown Navy Yard using the Surface Artery alignment should be considered in the long term as a means of removing tourist automobile traffic from the waterfront and encouraging tourist use of more remote (and underutilized) parking facilities on weekends. The projects in New Orleans and Seattle should be instructive, but the potential ridership in Boston may be much higher. One main obstacle to such a project is recognizing that when limited traffic flow space is available is that transit rather than private automobiles should have priority.

Comment #86



P O BOX 511 GLOUCESTER, MA 01931-0511 508-283-7916 FAX 508-283-9456

CAPE ANN TRANSPORTATION AUTHORITY

December 16, 1991

Commuting In A New Century  
C.T.P.S.  
10 Park Plaza  
Suite 2150  
Boston, MA 02116-3968

Dear Sirs:

Thank you for your receptive audience to TRANS EXPRESS new "Theory of Transportation," called Pulsed Express Numerical Distribution as referred to at your Quinsy, Malden and Waltham Town Meetings.

You requested a written proposal of our new concepts, which have been submitted by Dan Fortier of the M.A.P.C. on our behalf.

Other element of a more refined plan which we wish to submit include: a. (PEND) Business Beltways to provide "Rush Hour" commuter/circumvental service with contracted Human Service Transportation work filling gaps during mid-day at major employment centers, b. Public rotational/private center rotational service as a practical opening of competitive bidding in public/private initiatives, c. Employer-site parking privilege exchange, (suggested by Jim Trombley, owner of commuter bus line) as a low capital approach to expand Park-And-Ride capacity.

The Cape Ann Transportation Authority and TRANS EXPRESS welcome any opportunity to meet with you privately to personally address you A.D.A and C.A.A. concerns using innovation to stay within fiscal constraints.

I am looking forward to seeing you early in the new year.

Respectfully,

James Peck  
TRANS EXPRESS

A PROPOSAL FOR AN ADVANCED COMMUNITY TRANSPORTATION MODEL  
TO GIVE NO-TRANSFER, EXPRESS SERVICE ON DEMAND

Uniquely Innovative Bus Scheduling Routine  
Consolidates Trips/ Markets  
To Dramatically Improve Service  
While Lowering Costs

November, 1991

Prepared by: James D. Peck, President  
TRANS EXPRESS  
2 Ocean Avenue  
Magnolia, MA 1930  
(508) 525-3593

Submitted by: The Cape Ann Transportation Authority  
168 Eastern Avenue  
P.O. Box 511  
Gloucester, MA 01930  
(508) 283-1886



# T R A N S EXPRESS

A new concept in door-to-door transportation which "transforms any community into a totally\*connected HUB"

---

*\*exploits a recently discovered principle which we call*

## **PULSED EXPRESS NUMERICAL DISTRIBUTION (PEND)**

(pulsed ex-press nu-mer-i-cal dis-tri-bu-zhun, acronym (PEND) ) n. or v.; 1. a mode of transportation which combines fixed- routing and demand-response into an integrated service network which consolidates trips and increases passenger-miles. 2. a transit system which transforms any community into a totally\*connected HUB with express (no transfer) links to every other community in a given region.

CAPE ANN TRANSPORTATION AUTHORITY  
EXPANDED DIAL-A-RIDE SERVICE

DEMONSTRATION PROJECT FOR INNOVATIVE BUS SCHEDULING SYSTEM  
WHICH COMBINES DEMAND-RESPONSE AND FIXED-ROUTING

TRANS/EXPRESS, sponsored by the Cape Ann Transportation Authority, proposes to offer convenient, low-cost, public transportation service for the North Shore of Boston. It would greatly enhance the mobility and freedom of senior citizens, the disabled, and the working poor. Piggy-backed onto a solid core of social service provider and rural transportation funding would be ordinary fare-box revenue to finance a regional supplement to the existing radial routes of the commuter rail and MBTA busses.

THE NEED

According to David Soule of the Metropolitan Area Planning Council of Massachusetts, "serious gaps have developed between the spokes of our hub-and-spoke transportation system." And yet, public funding for possible new suburban mobility in this state is scarce. Our goal is to use available levels of local public/private support in addition to the Entrepreneurial Services Challenge Grant Program to start up a new transportation management organization (TMO).

It will reorganize local and regional paratransit service along politically acceptable lines, give a dramatically higher level of service with low levels of capitalization. Included will be:

- a) Suburb to suburb circulation.
- b) Rural circulation.
- c) Specialized service to medical facilities, job centers, shopping centers not serviced by regular route transit.
- d) Commuter express.

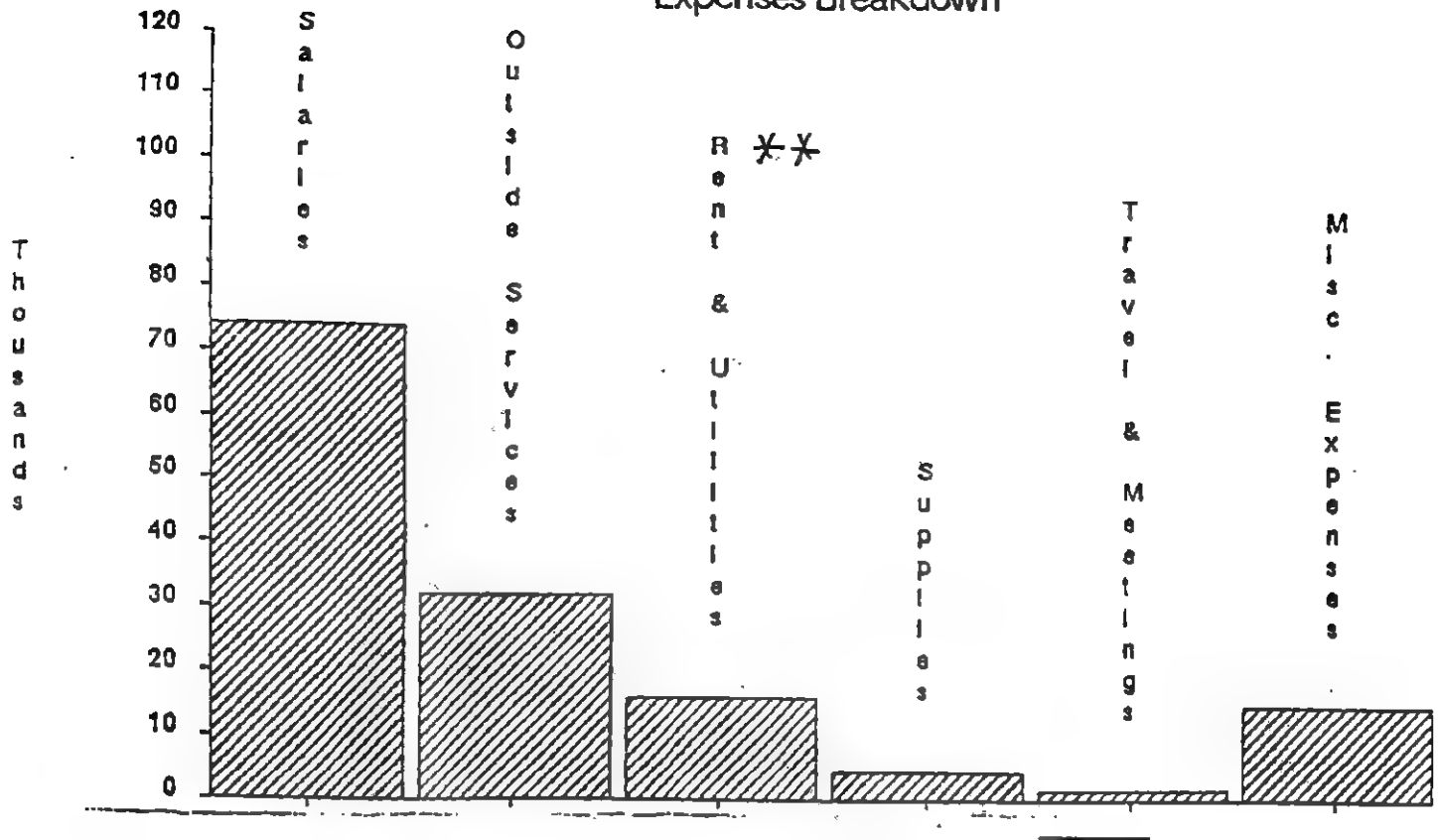
The key to the system's success is a powerful scheduling routine which we call Pulsed Express Numerical Distribution (PEND). It can transform any community into a totally connected hub with convenient express (no transfer) links to every zone in the regional network.

THE OBJECTIVE

TRANS/EXPRESS wishes to implement a twelve-month project. Its objective is to create and manage a program to provide safe, convenient transportation network for the primary benefit of Gloucester and Rockport, but which also serves Manchester, Essex, Ipswich, Beverly, Hamilton, Wenham, Middleton, Topsfield, and Peabody and Danvers. The plan can be expanded later to include the entire Greater Boston Area and suburbs so that consumers can better pursue their employment, social, therapeutic, and cultural activities. Examples of possible trips are to work, legal appointments, medical or dental appointments, shopping areas, homes of friends or relatives, libraries, restaurants, and other places of culture, recreation, and social life.

One important benefit is to give the members of senior centers more access to one another, making a more cohesive power base and laying the groundwork for more meaningful participation

## Super Dial - A - Ride Expenses Breakdown



### THE PROGRAM'S FUTURE

We plan to obtain contracts\* from several state funding sources, including but not limited to, the following: The Department of Transportation, The Massachusetts Department of Rehabilitation, The Division of Social Services, Senior Home Care, and The Department of Public Welfare. One or more of the above will absorb the entire costs of the program in the ensuing years.

Our goal is to demonstrate success in the area of social service provider/public bus transit. Eventually, following national publicity via network news shows and news magazines, our model will be duplicated in other cities across the nation.

The on-going success of this unique concept could mean a national transformation of public transportation. A glance at the evidence convinces us, also, that a speedy, cost-effective, and uncomplicated system for moving people and goods would be "just-in-time" to meet the critical challenges facing our nation to remain competitive in the new global marketplace.

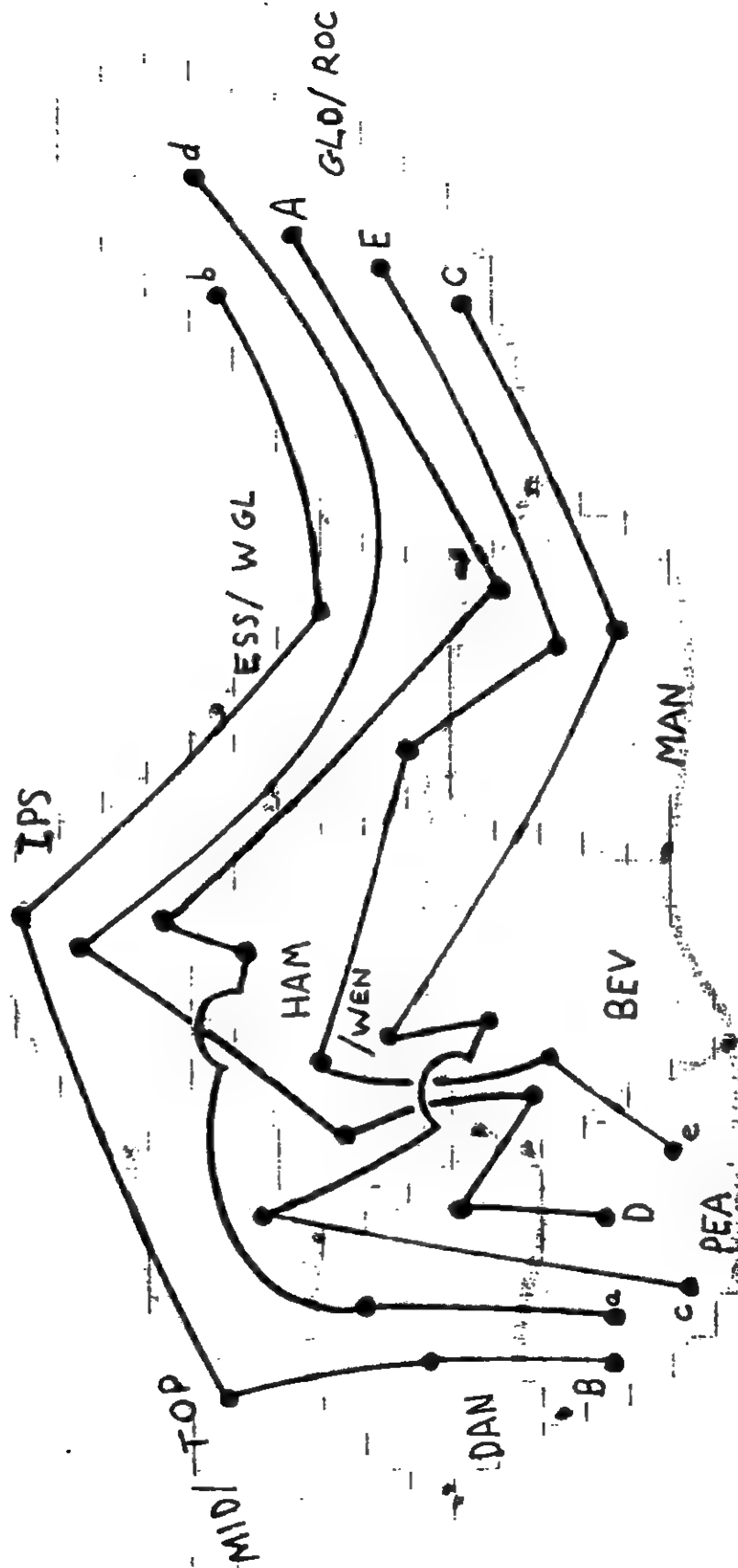
### \* Transportation Service Contracts:

1. Business employers
2. Hospitality centers (hotels, inns, restaurants, etc.)
3. Commercial market (malls, shops, auto dealerships)
4. Public (human services, municipalities, medical centers)

- 4 -page

\* \* Full Challenge Grant only 4-129

# ESSEX COUNTY / GOLDEN TRIANGLE ROUTE



INDICATES TAKE ANY  
BUS EITHER DIRECTION TO  
RAPID TRANSIT TO DOWNTOWN

EXTEND HARVARD  
BUS FROM WATERTOWN  
TO INCREASED  
FEEDERS

NORTH  
ALLSTON

TURNPIKE BUS  
PEAK ONLY

TURNPIKE BUS  
PEAK ONLY

WALK  
CONNECTION

WALTHAM

CLOSE 3 COM. RAIL  
STATIONS (TRAINS  
EVERY 30 MIN.)  
AND INCREASE FEEDER  
BUSES TO CONSTANT  
SERVICE TO PIKE  
AND/OR NEW LINE

NUMBERS INDICATE  
MINUTES TO DOWNTOWN

25 EXTEND D. RES.  
SERVICE ONTO B LINE

# PROPOSED WEST CORRIDOR RAPID TRANSIT

Comment # 87

OLD COLONY

87

WALK  
CONNECTION

5 HYNES

STREET  
CROSSINGS

WASHINGTON  
STREET

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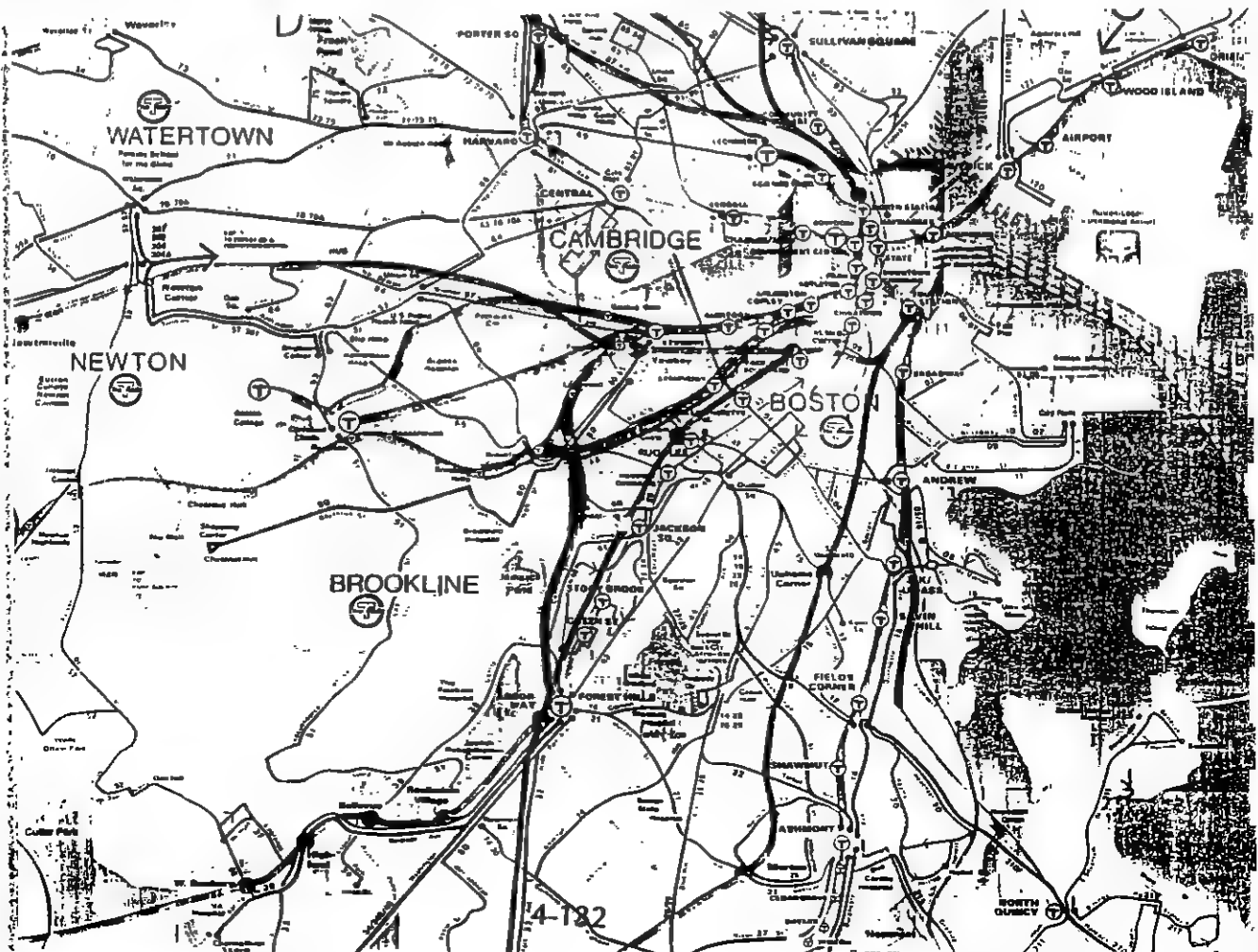
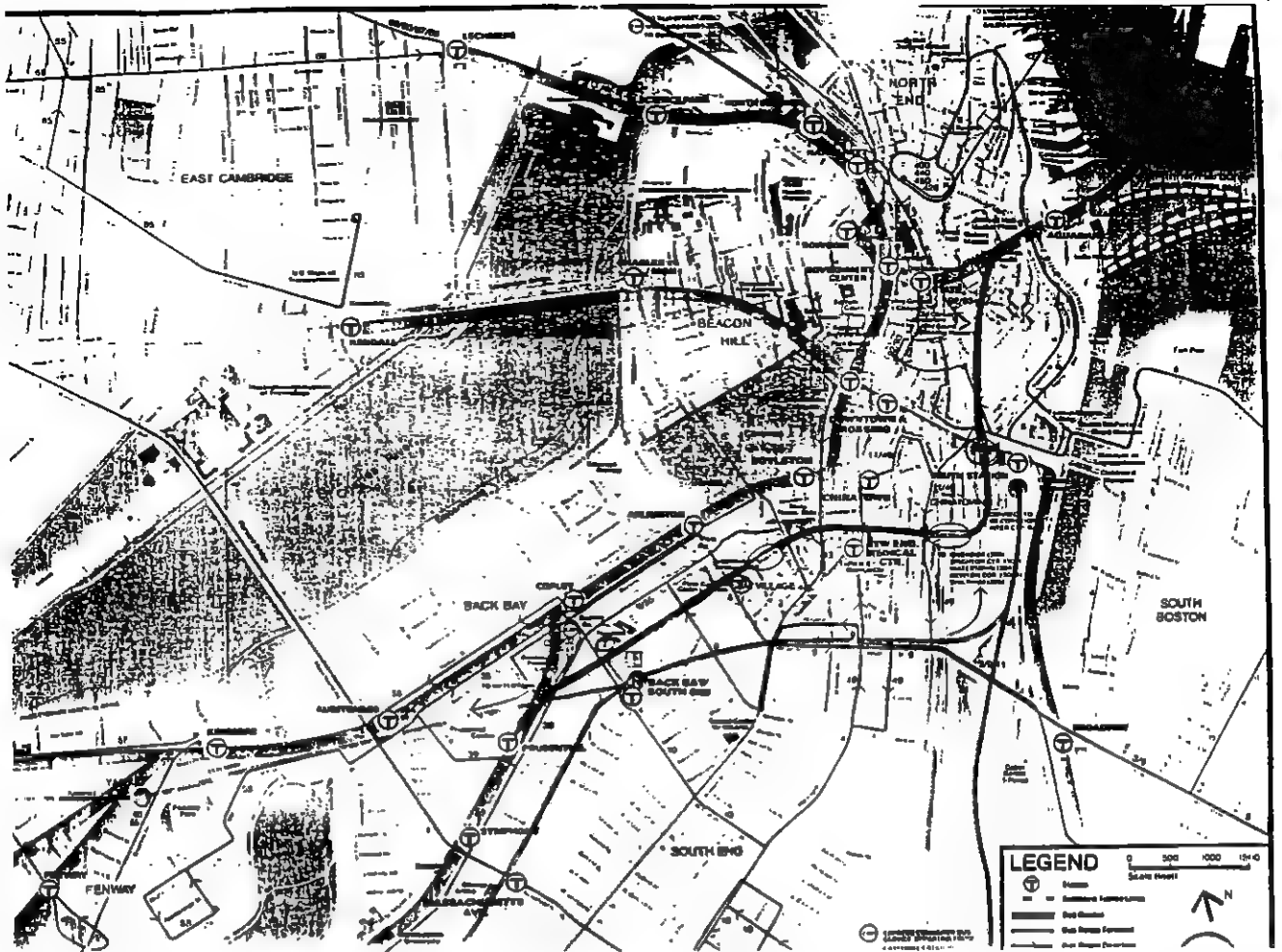
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**Metropolitan Area Planning Council**  
60 Temple Place, Boston, Massachusetts 02111 617/451-2770

*Serving 101 cities and towns in metropolitan Boston*

*It's Time  
To Begin*



**MetroPlan2000**

Comment # 88

88

### **MetroPlan 2000 - A Regional Development Plan**

MAPC has created a regional development framework which addresses the imbalance between economic growth and the resources necessary to support it. The framework designates areas differentiated by various levels of development potential and natural resources.

A basic foundation on this plan is to encourage future growth to take place in a concentrated manner. Concentrating growth will:

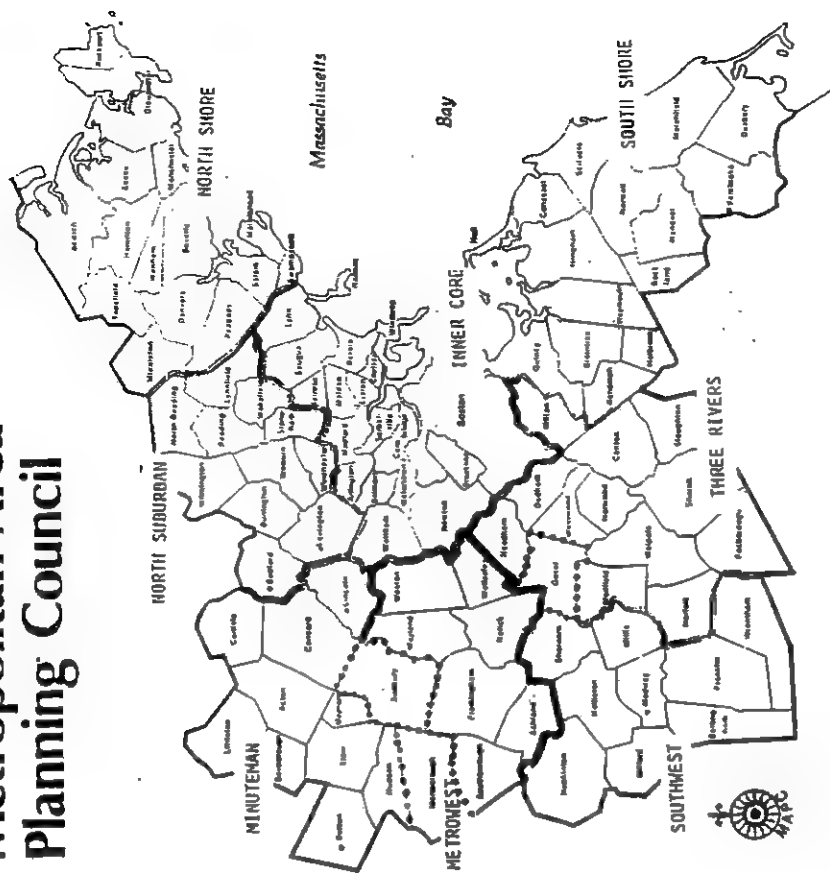
- encourage transit usage, ridesharing and pedestrian trips,
- reduce the growth in auto travel, therefore reducing the growth in traffic congestion, air pollution and fuel consumption, and
- reduce the pressure to develop both open lands and environmentally sensitive lands.

*The Program for Mass Transportation should be designed to meet the above goals, because:*

- *studies have shown, with present levels of funding there will not be enough funds to implement all the transit projects*
- *dramatic transportation measures will be required to meet the new clean air requirements.*

Franklin C. Chung, President    Marjorie A. Davis, Vice-President    Martha K. Giesebly, Secretary    Jay J. Donovan, Treasurer  
NEWTON, MASSACHUSETTS  
David C. Seale, Executive Director

# Metropolitan Area Planning Council



SUBREGIONAL PLANNING AREAS

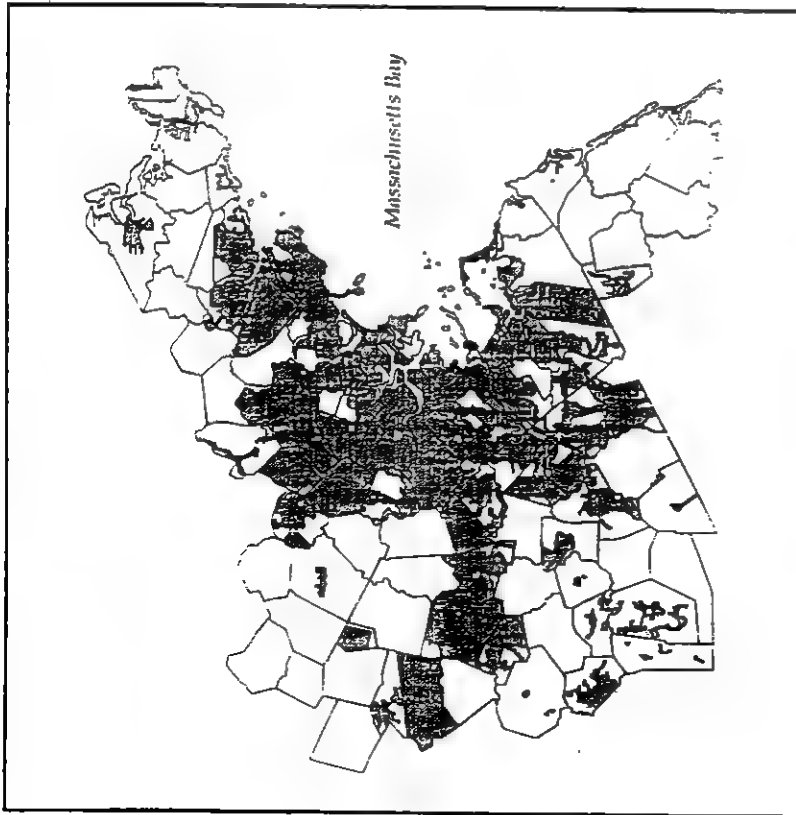
- Not a member of subregion  
Inner Core informal

## *Ultimately MetroPlan 2000 should:*

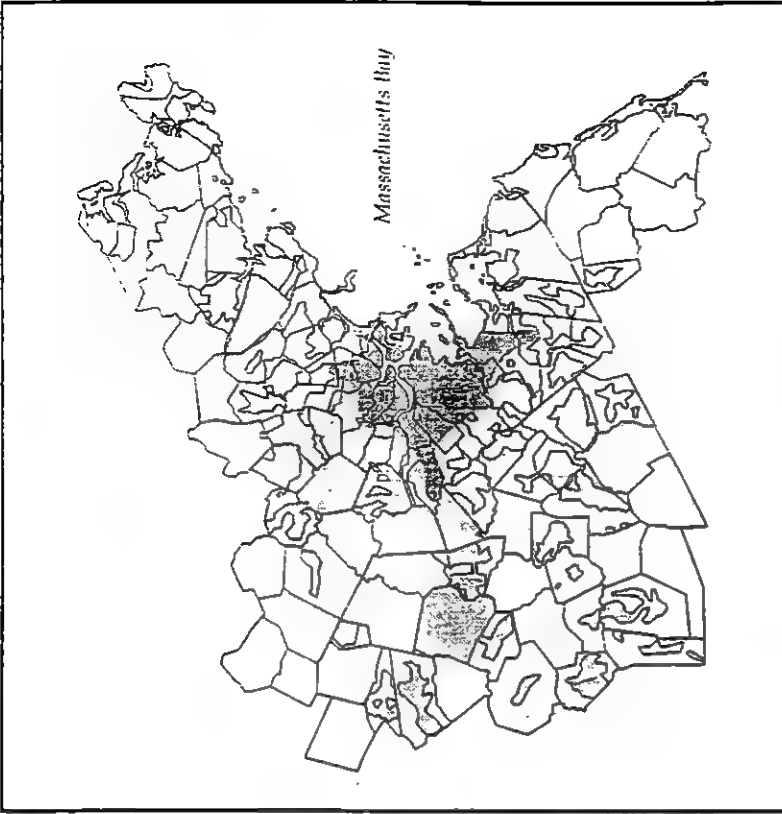
- Encourage employment and housing growth where it can be accommodated by infrastructure.
- Encourage cost effective infrastructure expenditures that minimize negative impacts of growth.
- Increase protection of all water resources.
- Protect sensitive lands.
- Encourage transit usage to reduce vehicle miles of travel and air pollution



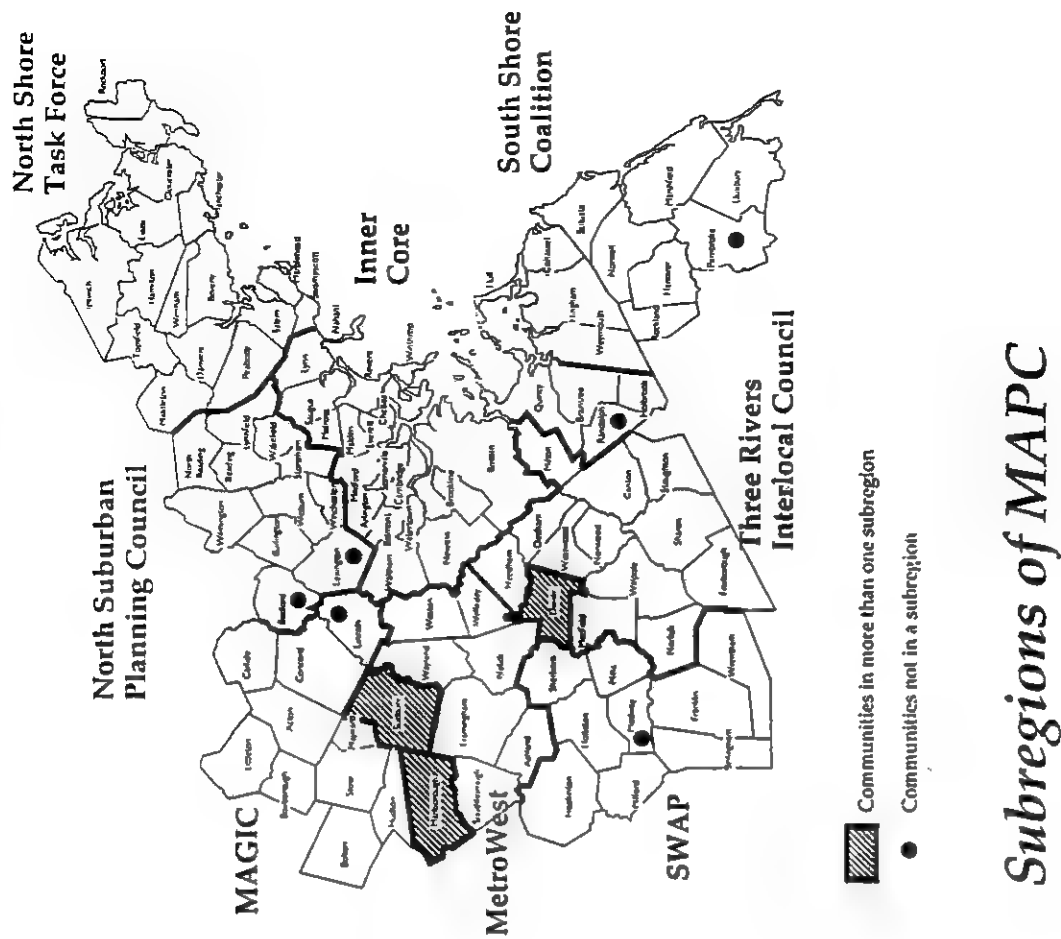
# MAPC Regional Development Plan



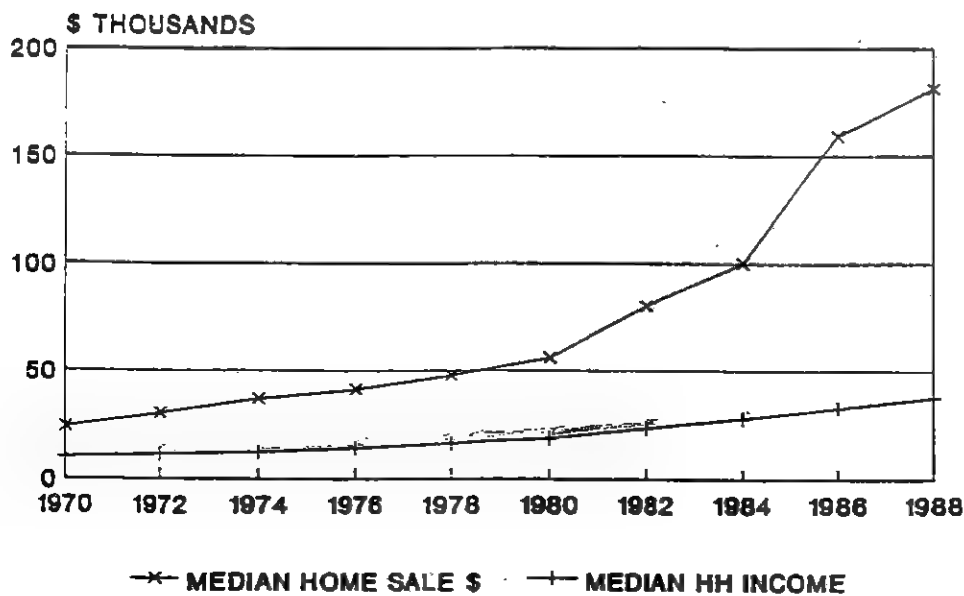
# MAPC Regional Development Plan



- Urban Economic Core and Neighborhoods
- Multi-Service Area
- Suburban/Rural Area
- Subregional Centers (To be determined)
- Resource Protection Areas (Not shown)

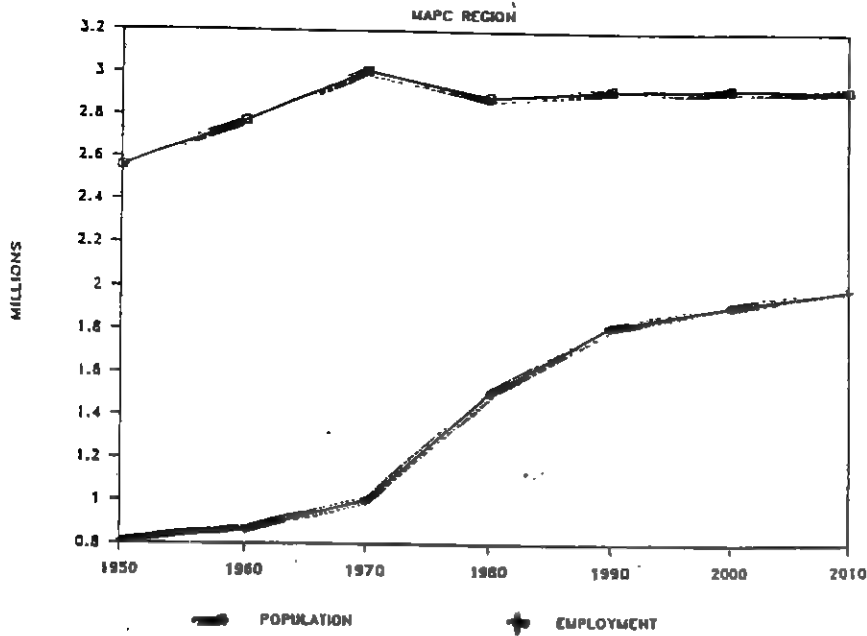


## THE GROWING AFFORDABILITY GAP BOSTON METRO REGION



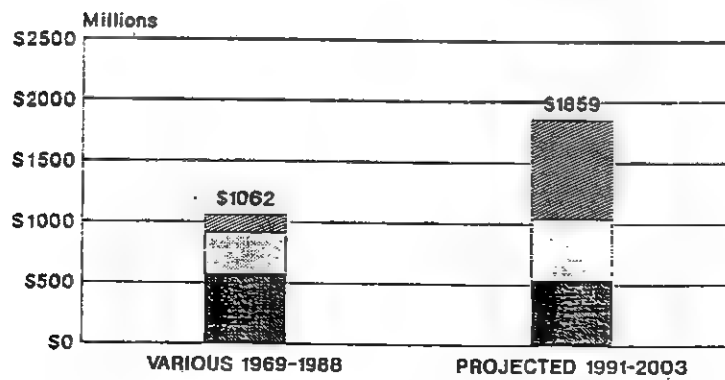
SOURCE: MAPC

## POPULATION AND EMPLOYMENT



Sources: U.S. Bureau of the Census.  
Massachusetts Division of Employment Security.  
Metropolitan Area Planning Council.

## INFRASTRUCTURE EXPENDITURES ANNUALIZED IN MAPC REGION

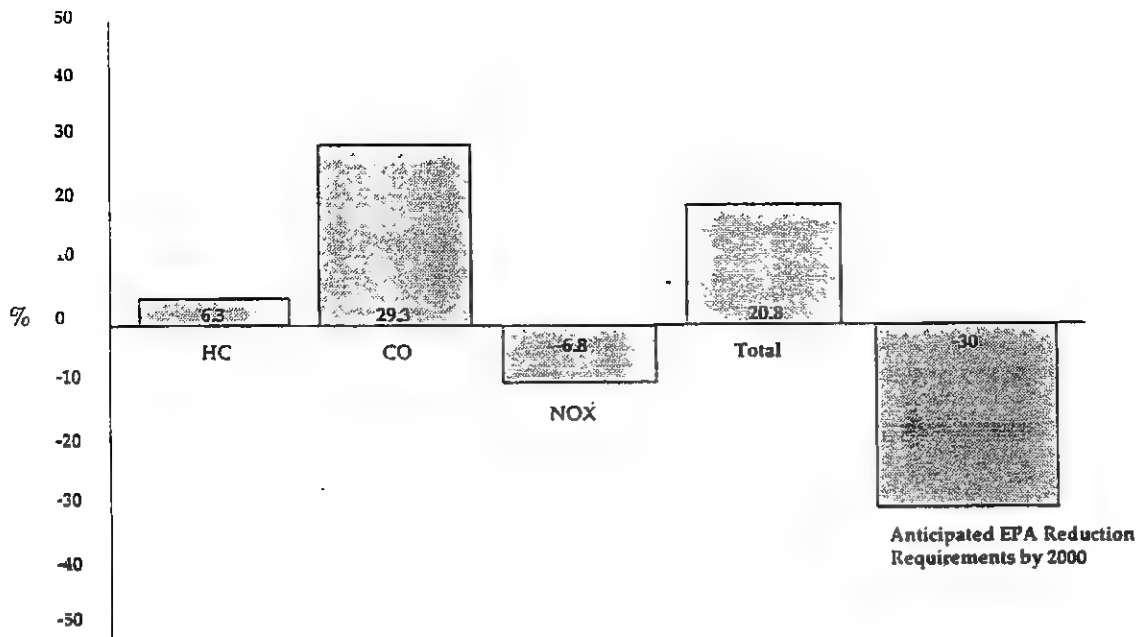


FUNDING SOURCE

FEDERAL STATE LOCAL

CONSTANT 1988 DOLLARS

## 1988 - 2010 Emissions Changes\*



\* Based upon expected traffic growth, increased congestion and improved vehicle fleet

## Why Encourage Concentrated Development?

- It encourages transit, ridesharing and pedestrian traffic
  - which reduces auto travel, traffic congestion, air pollution and fuel consumption.
- It reduces the pressure to develop open land and reduces the pressure on environmentally sensitive land.

## The M.O.V.E. Network Includes

### Expanded Transit Services (buses and trains)

- Extension of transit lines
- Increased capacity
- Improved service (frequency, routing, etc.)

### Highway Facilities

- Preferential treatment for high occupancy vehicles

### Parking

- Fringe parking for transit and carpooling

### Other

- Transportation management organizations
- Traffic reduction ordinances
- Transportation centers

## Goals of MetroPlan 2000:

Encourage employment and housing growth where it can be accommodated by infrastructure.

Encourage cost effective infrastructure expenditures that minimize negative impacts of growth.

Increase protection of all water resources.

Protect sensitive lands.

Encourage transit usage to reduce vehicle miles of travel and air pollution.

## Regional Concerns

---

- Sprawl development can only be served by auto
- Auto travel is a major cause of air pollution

## Regional Solutions

---

We must encourage future development that will support transit usage and ridesharing by...

investing in infrastructure that supports transit and encourages concentrated development.

## What will it take to achieve CLEAN AIR?

---

- Greatly increased transit ridership
- Greatly reduced auto usage

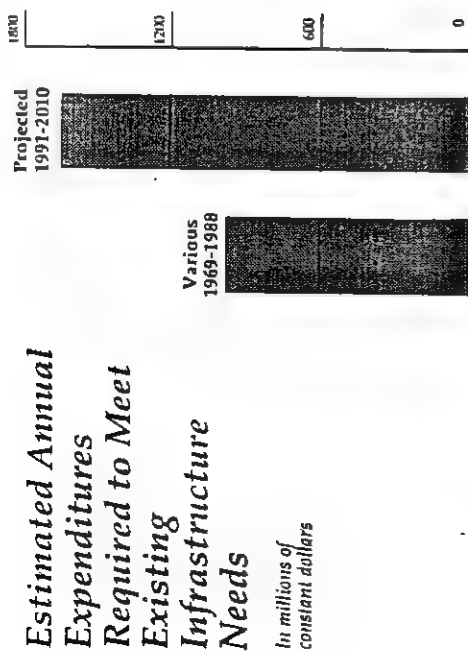
## Potential Transportation Improvements

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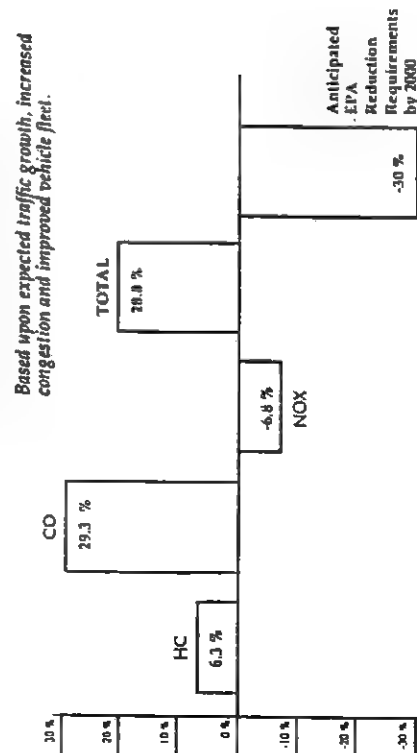
- Connect major development centers with HOV service
- Increase rapid transit service
- Complete feasibility study of circumferential transit
- Study feasibility of HOV service on Route 128
- Greatly expand commuter parking facilities

## Possible Actions

- Increased transit service
- Pricing mechanisms to reduce auto travel
- Dedicated funding source for MBTA
- Local zoning mechanisms to reduce auto travel



## 1988 - 2010 Emissions Changes





- Where should growth take place?
- Where can it be accommodated?
- Where should development be discouraged?
- What is the cost of providing infrastructure?



# Boston

Raymond L. Flynn, Mayor

15 December 1991

Secretary Richard Taylor

Executive Office of Transportation and Construction

Ten Park Plaza

Boston, Massachusetts 02116

Dear Secretary Taylor:

I am pleased to offer the following comments for consideration in the new Program for Mass Transportation (PMT) for the Boston metropolitan area. The City has long been a strong advocate for mass transit and the need for regional land-use and transportation planning.

Developing a PMT within the context of a comprehensive regional transportation plan is critical to the maintenance and expansion of a strong transportation system. A vital and balanced regional transportation network is fundamental to the area's economic recovery and to improving its air quality.

A number of important transit projects are currently under environmental review and/or design and engineering. These include Old Colony commuter rail, the South Boston Piers transitway, Blue Line modernization, intermodal facilities at North and South stations, systemwide accessibility improvements, fringe parking expansion, replacement service on Washington Street, and restoration of the Arborway branch of the Green Line. These projects will benefit the City and the region and I encourage you to continue your efforts to move forward with these projects.

I want to focus here on the projects and concepts that are not as well advanced.

## Regional rail projects

Bring high-speed intercity rail service to the Northeast Corridor. Three-hour rail service between Boston and New York City will reduce congestion on our highways and at Logan Airport. In addition to this service, candidate corridors north and west of Boston should be examined to determine the feasibility of constructing a high-speed rail network.



Richard A. Dimino, Commissioner, Transportation Department  
City of Boston/City Hall Square/Boston, MA 02201

Secretary Taylor  
Page 2

Convert current MBTA commuter rail system from diesel power to electric power. Amtrak intercity rail shares a right-of-way with some MBTA commuter rail lines. As Amtrak pursues long-term electrification of this corridor, the MBTA should follow suit and examine the feasibility of converting its commuter rail system to electric power. This would improve air quality and reduce noise.

Improve north-south rail connections. The idea of a North Station-South Station connection has been discussed for some time. The MBTA should work to find the best alignment for establishing long-term north-south connections for commuter and intercity rail. If the system were electrified, then this connection could take place at a new underground terminal -- possibly in the vicinity of Post Office Square.

## Radial service

Examine long-term service options for the Fairmount/Midlands Corridor. Currently the MBTA runs commuter rail service along the Fairmount line. Although fixed-rail service is warranted in this corridor, commuter rail may not be the most appropriate mode. The MBTA should examine long-term options for using this transportation corridor, including light and heavy rail.


Extend Blue Line service to Route 128. Improved transit connections from the west would improve access to Logan Airport for a large number of airline passengers and potentially ease congestion in the Central Subway. The Blue Line could run to Riverside on existing Green Line tracks. The downtown connection between Blue and Green Lines could take several different forms. First, Blue Line service could be extended from Government Center to Kenmore, via Charles and a new tunnel under the Back Bay or alongside the Charles River. Alternatively, Blue Line service could be extended from Airport through the Fort Point Channel to Boylston, via a harbor tunnel.

Bowdoin-Charles connection. Although the MBTA completed a feasibility study for this project some years ago, very little progress has been made. This connection, which would improve access to Logan Airport for Red Line riders, also is consistent with the proposal to extend Blue Line service to Route 128. While this project was still undergoing active review, community concerns were raised about the impacts of construction on neighborhood residents. The MBTA should continue to pursue this project, while addressing legitimate community concerns.

Incorporate incentives for carpooling and ride-sharing into the PMT. As part of overall efforts to reduce regional vehicle miles travelled (VMT), the state should make capital improvements that would encourage ride-sharing. These can include high-occupancy vehicle lanes on regional highways, priority treatment at tollbooths, and priority parking spaces at publicly-owned facilities.

Given current funding constraints for public works across the Commonwealth, it is essential that any program for long-range transit projects incorporate a plan that identifies funding sources for these projects. Funds must not be diverted from existing service delivery to pay for system expansion. Instead, the State must develop a reliable, dedicated revenue source to ensure that the system can continue to develop new service to meet future demand, while maintaining service at a level of quality that will ensure that transit is competitive with driving.

I am looking forward to continuing to participate in this planning process. New capital investment is needed to bring the transit system into the next century. Thank you for the opportunity to submit comments on this important issue.

  
Richard A. Dimino  
Commissioner

RAD:SB  
1106T

#### Circumferential connections

Create a circumferential transit line connecting activity and employment centers outside downtown Boston. Such service can facilitate growth of the City's growing biomedical research industry and ease congestion in the Central Subway. The MBTA's current proposal for this line, currently part of a feasibility study, would improve access to key growth areas, including Newmarket, Ruggles Center, Longwood Medical Center, and Olmsted Plaza. This line also has the potential to serve the Charlestown Navy Yard, Allston Landing, and Logan Airport with alternative corridors and/or connections to shuttle services. The MBTA should advance study of this service and review alternative ways to serve new growth areas in this proposed corridor.

Establish service to the Charlestown Navy Yard. This area of new growth is not well served by existing local bus service or the Orange Line. In addition to the long-standing attraction of the U.S.S. Constitution, the Navy Yard has residential, office, and research uses.

Consider new commuter rail stops. As the MBTA continues to explore cross-town transit service, there is an opportunity to establish new multimodal stations at locations where proposed circumferential service would intersect existing commuter rail lines. Potential station locations include Allston-Brighton (Framingham Line), Newmarket/Massachusetts Avenue (Fairmount Line), Vawkey/Fenway (Framingham Line), Sullivan and/or Community College (Haverhill Line), and JFK/Umass (Old Colony Line).

#### Systemwide improvements

Improve bus reliability. About half of MBTA passengers ride system buses. Many urban bus routes are characterized by unreliability, based in part on traffic congestion. The MBTA should investigate capital improvements that could improve service reliability, such as an automatic vehicle identification system.

Renovate stations on the Dorchester Branch of the Red Line. The stations south of JFK/Umass have not benefited from the recent Red Line modernization program and are long overdue for modernization.

Improve fare collection equipment. Updated equipment would improve efficiency in collecting fares, reduce fare evasion, improve ridership data, and give the MBTA more flexibility in implementing fare changes.

EDWARD MESSNER  
M.D. P.W.

102 40

# Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? BOSTON (JAMAICA PLAIN)  
What town do you work or go to school in? DOWNTOWN BOSTON  
What other locations do you frequently travel to? SOMERVILLE, JARUA, HYDE PK.  
& SCITUATE

2. What means of transportation do you use to commute to work or school? SUBWAY

3. Are there alternative means of transportation available for these trips? What are they? COMPUTER RR & AUTO  
Comments? NOT ENOUGH CRR TRAINS ONLY ONE TRAIN AN HOUR NO PARKING DOWNTOWN

4. What could be done to improve your commute? (by either highway or transit) LO REIDY SAYS SIT ALL  
Low-cost improvements I MAKE SURE THE TRAINS RUN ON TIME  
2. PUT THE ARBORWAY LINE ON A RESERVATION (PAST BRIGHAM CIRCLE)  
Major capital investments  
"HARBOR TUNNEL THRUWAY" - SIPHONS THRU TRAFFIC AND AIRPORT TRAFFIC OFF THE ROADS GOING INTO TOWN  
New ways to travel

5. What could be done to improve transit service to Boston?  
Low-cost improvements

Major capital investments  
1. HARBOR TUNNEL RR TUNNEL TO LOGAN & N. SHORE  
FROM SO. STATION  
2. SO. STATION TO NORTH STATION RR TUNNEL  
3. BELT SUBWAY VIA OLD INNER BELT ALIGNMENT  
What could be done to improve transit service in the suburbs?  
SUGGEST CHARLESTOWN TO LOGAN AIRPORT VIA BOSTON UNIT  
RUGGLES & BOSTON CITY HAVEN TO SULLIVAN SQ VIA CIRCLESET  
HARVARD UNIVERSITY  
ALBANY STREET

6. Low-cost improvements  
1. B&M REMAINS AT SHOPPING MALLS  
2. ZONING FOR VILLAGE DEVELOPMENT - NOT HIGHWAY DEV.  
Major capital investments  
1. OLD COLONY RR  
2. CONNECTING RR FROM LOGAN TO N. SHORE AND N. CENTRAL RR LINES. ALSO CONNECTS FROM LOGAN TO FITCHBURG & N. MAIN LINES VIA EXISTING N. SHORE LINE AND SOMERVILLE YARDS.

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
Commuting in a New Century, Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968

Commuting in a New Century  
CTPS  
10 Park Plaza, Suite 2150  
Boston MA 02116-3968

Comment # 90

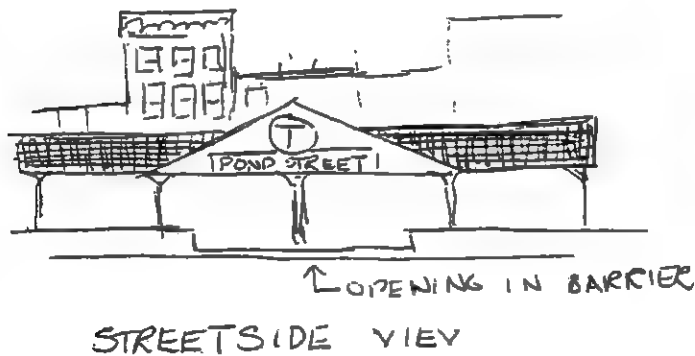
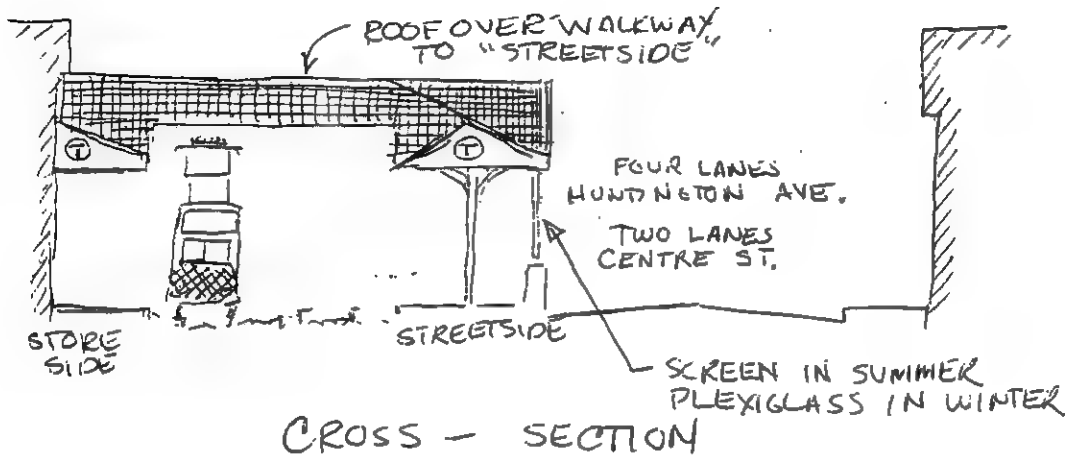
# HARBOR TUNNEL THRUWAY & Comm. R.R. THRUWAY - THICK BLACK LINES - RAILROADS - GREEN LINES

- RELIEVES RT. 93, TOBIN BRIDGE AND BELL CIRCLE
- OPENS CARPOOL LANE SPIKE FOR NORTHIST EXPWY(TOBIN BR) & RT. 93
- PROVIDES A BYPASS AROUND THE CITY VIA THE BRD HARBOR TUNNEL & BROADWAY VIADUCT
- TOLL ROAD - CAN PROVIDE FUNDS FOR COMMUTER RAILROADS TO LUCIN, MONT. XCHG. AND NEW BELT SUBWAY



(1612) (90)

ARBORWAY LINE RESERVATION  
HUNTINGTON AVE - CENTRE STREET  
TYPICAL STATION



→ GREEN LINE  
NOTE! : IF ~~A NEW~~ CONNECTOR IS BUILT A NEW  
SUBWAY WOULD HAVE TO BE BUILT FROM  
BRIGHAM CIRCLE TO BROOKLINE VILLAGE WITH  
AN OUTLET FOR THE FOREST HILLS (ARBORWAY)  
LINE AT SO. HUNTINGTON AVENUE





103

(11)

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Comments for the Public Meeting on  
the Development of a New Program for Mass Transportation

Given on behalf of Richard A. Dimino  
Commissioner, Boston Transportation Department  
MBTA Advisory Board Designee

Presented by Susan Bregman  
Boston Transportation Department  
30 October 1991

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On behalf of Commissioner Richard A. Dimino, I thank you for this opportunity to participate in the development of a new Program for Mass Transportation (PMT) for the Boston Metropolitan area. The City has been a strong advocate for mass transit and the need for regional land-use and transportation planning.

The development of a PMT within the context of a comprehensive regional transportation plan is critical to the expansion and maintenance of a strong transportation infrastructure. A vital and balanced regional transportation system is fundamental to the area's economic recovery and to improving air quality.

Boston's population nearly doubles every day, to well over one million, as people travel into the City. On weekdays, an estimated 400,000 commuters come to work in the City, and 125,000 students attend Boston's colleges and universities. Many of the City's commuters and residents depend on quality transit service.

The transit system has been the backbone of the city's past growth. However, while our economy has slowed, we must continue to look to the future and plan for the next round of transit expansion that will facilitate future growth. And we must provide the necessary funding for these new projects if we are truly serious about bringing economic recovery to the region.

Good transportation access can help create an environment that is attractive for economic development and investment. In highly urbanized areas, such as Boston, mass transit is a critical component of the larger transportation system.

The City supports new transportation initiatives that will provide the capacity to support future growth. New capital investment is needed to bring the transit system into the next century, providing new circumferential services, improving the radial lines, and building new multimodal facilities.

(103) (11)

Circumferential transit is needed to facilitate growth of the biomedical research industries and to ease congestion in the Central Subway. The proposed Bioscience Line would improve access to key growth areas, including the Newmarket area, Ruggles Center, Longwood Medical Center, and Olmsted Plaza. This line also has the potential to serve the Charlestown Navy Yard, Allston Landing, South Boston Piers, and Logan Airport.

Other projects are needed to improve service to downtown Boston. The South Boston Piers Transitway, the Old Colony Railroad project, Replacement Transit Service on Washington Street, the restoration of the Arborway Line and the Blue Line modernization project each enhances the effectiveness of transit in supporting economic growth and improving commuter mobility. Fringe parking must also be expanded to accommodate new riders as economic recovery takes hold.

Better connections between transit lines and other modes are needed to improve the efficiency of the system. The South Station intermodal facility, the North Station project and the new Airport station will make the system easier and more convenient for passengers. Further, we would like to underscore the importance of pursuing high-speed rail service in the Northeast Corridor.

The City recognizes the need to reduce commuting in single-occupant vehicles as part of a larger regional program to improve air quality and the overall quality of life. We have made a strong commitment to implement and encourage travel demand management strategies that will increase the use of mass transit, ridesharing and other modes of transportation, including walking and bicycling.

The Boston Transportation Department actively works to achieve these goals through our commuter mobility program, transportation access plan procedures, and Air Pollution Control Commission (APCC) parking permit procedures. We work closely with Caravan for Commuters to encourage employers to institute commuter mobility programs and to facilitate the formation of transportation management associations in major employment centers. The new PMT must include transit improvements and incentives to increase the use of high-occupancy vehicles that complement the City of Boston's ongoing efforts to reduce traffic congestion and, thereby, to improve air quality.

It is important to continue to improve and expand the transit system to provide competitive and attractive alternatives to driving alone in order to increase the transit share of work trips to the core. The transit projects we have identified will continue the recent trend of system improvements, while adding critical crosstown capacity as well. Proposed improvements to rail and bus terminals, tracks, and platforms increase the reliability of service delivery. Expansion of park and ride facilities will provide better access to the system.

403 (41)

page 3

The City shares the concerns expressed by others regarding funding for transit improvements. There is no purpose to making a transit expansion program without committing the funds necessary to pay for those improvements. Given the current constraints on transit funding, the State must identify funding sources for these projects. Funds must not be diverted from existing service delivery to pay for system expansion. Instead, the State must develop a reliable, dedicated revenue source to ensure both that these transit projects get built and that the new and existing services are maintained at a level of quality that will ensure that transit is competitive with driving. In addition, the region needs to work towards getting more federal dollars for funding transit improvements.

We are happy to see that affected agencies, local governments, and interested individuals have been invited to participate early in this process. We see this as the beginning of a planning process and make our preliminary comments with this in mind. We hope that the openness of this process will continue and pledge our willingness to participate wholeheartedly. Thank you for the opportunity to submit comments on this important issue.

0907T

(184) (112)

The Interinstitutional Transportation Management Association (ITMA) is a unique compact formed by three not-for-profit health care/educational institutions located in the South End neighborhood of Boston.

The ITMA has been organized to coordinate the transportation needs of the thousands of people who daily receive care from, are employed by, or study at the three sponsoring institutions:

The institutions are specifically:

- Boston City Hospital
  - Boston University Medical Center
  - and the University Hospital
- and have been neighbors in this area for over a century.

The environmental factors facing these institutions present serious and significant obstacles in terms of patient, visitor and employee access. For example,

The campus medical housing the facilities is geographically remote from convenient rapid transit systems. The rapid transit line that formerly served the area was demolished in 1987 and there has been no final commitment to a comparable replacement service. This leaves the 7,500 employees and 1,700 students (on a daily basis) and the 26,000 inpatient, 355,000 outpatients and, conservatively, 400,000 visitors (on an annual basis) without convenient and frequent rapid transit service.

The inner city neighborhood in which the campus is situated is in transition, e.g., the adjacent streets include vacant lots, public housing and homeless shelters. Streets and sidewalks are in disrepair, contributing to its isolation and perceived danger.

The community is facing road-access disruption as a result of the planned construction of the Third Harbor Tunnel and the depression of the Central Artery.

The local streets are undergoing major upheaval due to essential upgrading of utility systems. These upgrades are vital to support the increasingly demanding and complex medical services of the area.

The sponsoring organizations themselves plan to initiate major construction projects that, directly and indirectly, will decrease existing parking inventory. Specifically, Boston City Hospital is at the start of a total facility replacement and renovation project, the School of Medicine and the University Hospital are undertaking construction of expanded research space, a medical office building and a hotel.

TO: Central Transportation Planning Staff

FROM: The Interinstitutional Transportation Managements Association representing:  
Boston City Hospital  
Boston University Medical School  
University Hospital

DATE: October 10, 1991

Submitted By: Maureen Flaherty, Transportation Coordinator

184 (9)

In addition to these challenging environmental factors, the service characteristics of these institutions also present unique demands and requirements. These institutions must be accessible because they are the essential providers of:

- Ambulatory and inpatient care to inner city residents regardless of ability to pay
- One of the two largest emergency rooms in the City of Boston
- The "home base" of the ground ambulance service for the City
- The air ambulance (helicopter) service for the eastern region of the State
- A comprehensive trauma center serving the region
- Graduate and undergraduate health care education

184 (47)

According to the commuter survey, that the ITMA conducted last winter close to 70% commute by automobile. This fact reflects, we feel, the unavailability of convenient MBTA rapid transit source. As we lose more parking spaces to construction and the deadlines looms for the Central Artery project, transportation to the medical area by private automobile is becoming more and more problematic:

The ITMA has worked with the MBTA on several transportation projects and although we are grateful for their support and cooperation we recommend the following improvements:

- 1) A final resolution for replacement service on Washington Street as soon as possible as we have been without service for four and a half years.
- 2) We feel the medical area and neighborhood should be perceived as an employment center, and activity hub and therefore a destination for transportation purposes as opposed to an area that is passed through. For example, direct service between Bay Back and Medical area.
- 3) A connection between No. Station and So. Station because many of our employees/patients/visitors/neighbors travel from the North and would be willing to use public transportation if there was a reasonable connection.
- 4) Also a connection between So. Station and the medical area.
- 5) Because of the very nature of our business, the medical area encourages and supports state of the art handicapped access.
- 6) Increased signage  
Many visitors do not come frequently and increased signage would make public transportation more convenient.

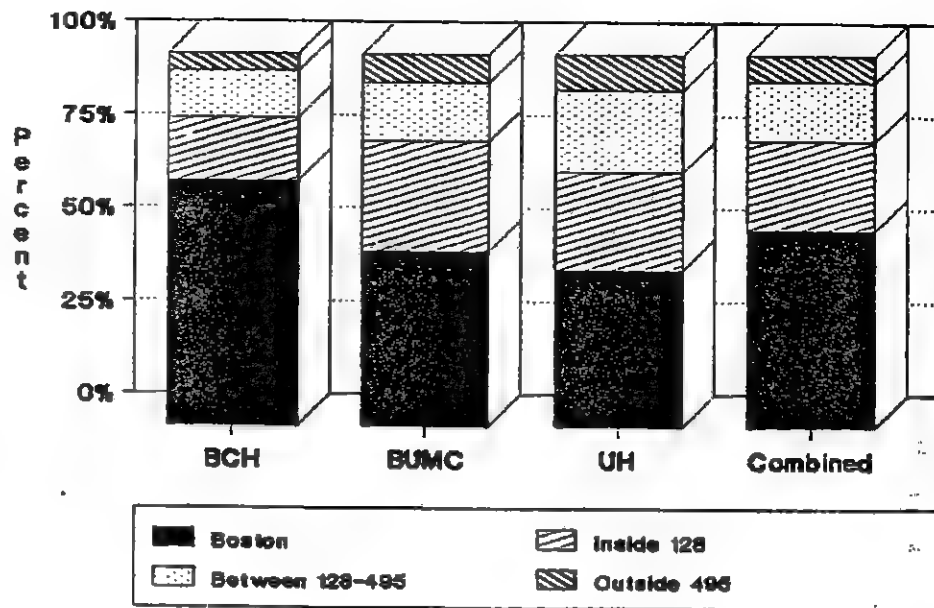
In conclusion, as you plan for commuting in the 21st century, please consider the needs of our community that houses a medical center of world class institutions combined with a vibrant neighborhood, both of whom feel under served. We look forward to working with you to plan improved transportation services for our employees, patients, visitors and neighbors.

100 F04

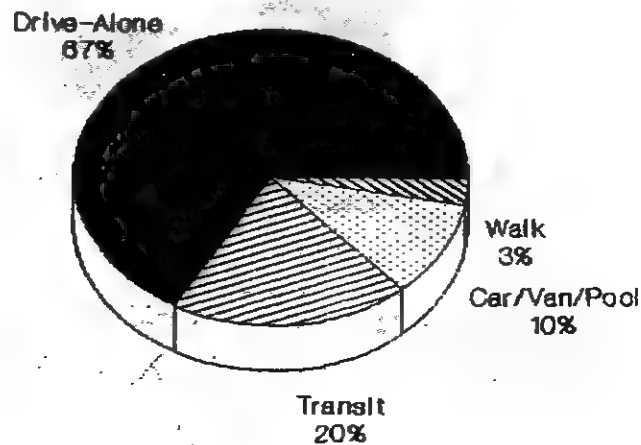
(b)  
(4)

201 26 151 15133

## Commuting Distance



## Main Mode of Transportation All Institutions Combined



(b)  
(4)

133 F02

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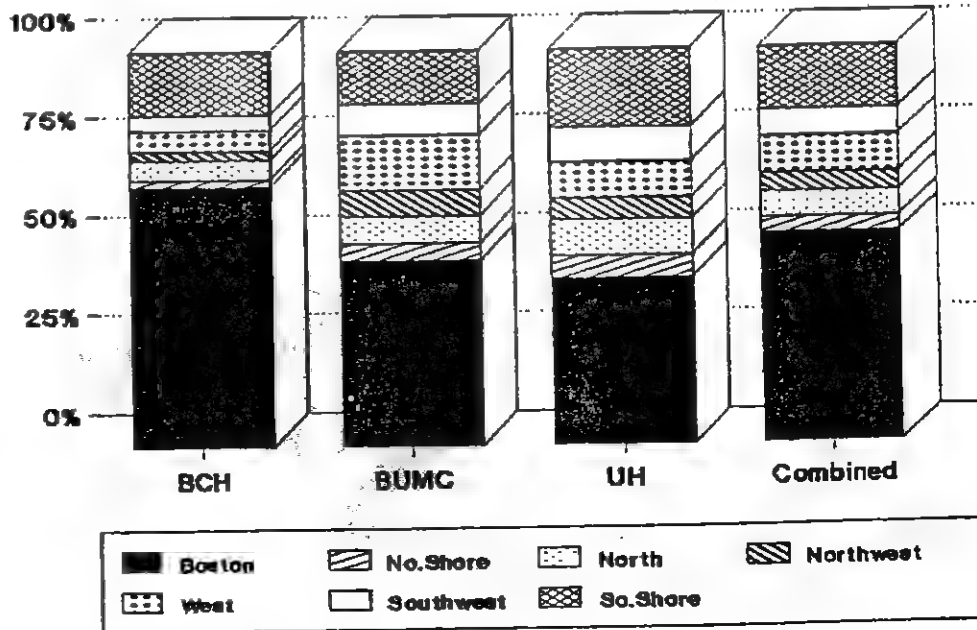
(124) (97)

(194) (11)

ALL INSTITUTIONS COMBINED: Main Mode by Regional Corridor

Main Mode	Regional Corridor						Total
	Core	Nodhr	North	NW	West	SW	
Drive-alone	879	77	151	114	221	155	307
Rapid transit	101	6	13	1	1	4	18
Commuter rail	9	4	1	0	7	11	4
Local bus	252	1	3	4	7	0	3
Express bus	15	0	0	1	0	0	1
Carpool	171	14	19	13	28	15	39
Vanpool	3	5	1	0	0	0	3
Walk	83	0	0	0	0	1	0
Total	1513	107	188	133	264	186	458
							2049

# Geographic Distribution



1984 (92)

ALL INSTITUTIONS COMBINED: Main Mode by Distance from Core					
Main Mode	Core	Distance from Core			
		In 128	128-495	Out 495	Total
Drive-alone	879	354	384	167	1984
Rapid transit	101	30	10	3	144
Commuter rail	9	10	11	6	36
Local bus	252	16	2	1	271
Express bus	15	1	2	1	19
Carpool	171	69	44	15	299
Vanpool	1	0	4	5	12
Walk	43	1	0	0	84
Total	1513	681	457	198	2849

(9) Comment # 93  
**Committee Improvement Packages ("CIP's")**

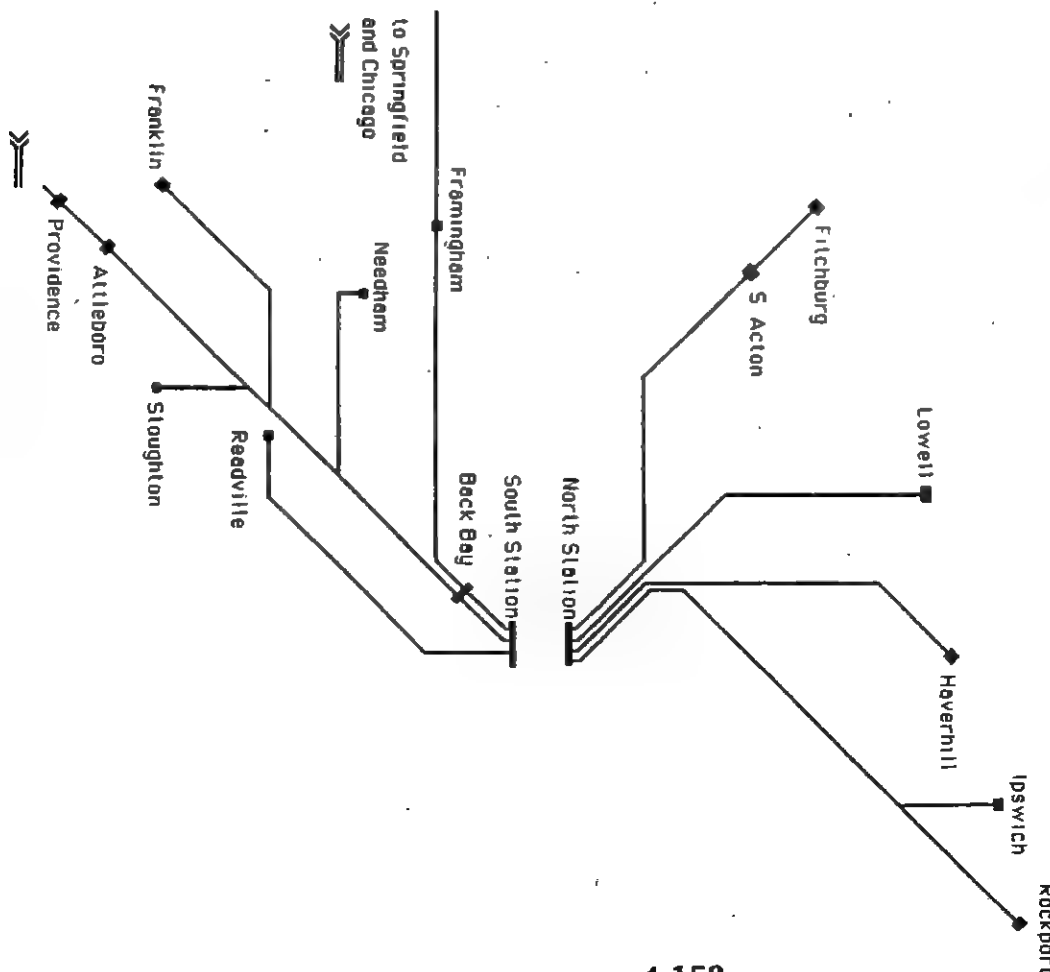
CIP #	1	2	3	4	5
CIP Name	Do Nothing	Non-Tunnel Improvements	Congress Connector	Rail Tunnel to Blue Line	Rail Tunnel to Central Terminal
General Description of Investment Program	currently planned rail improvements	currently planned rail improvements plus relevant non-tunnel improvements	currently planned rail improvements plus a tunnel under Congress Street	currently planned rail improvements plus a tunnel under Boston Harbor from S. Station to the Blue Line Airport Station	currently planned rail improvements plus a tunnel under Boston Harbor from Back Bay to a Central Terminal at Logan

**CURRENTLY PLANNED INVESTMENTS INCLUDE:**

Old Colony  
 Newburyport  
 Worcester  
 more parking

**NON-TUNNEL IMPROVEMENTS RELEVANT TO TUNNEL AND/OR LOGAN AIRPORT ACCESS MIGHT INCLUDE:**

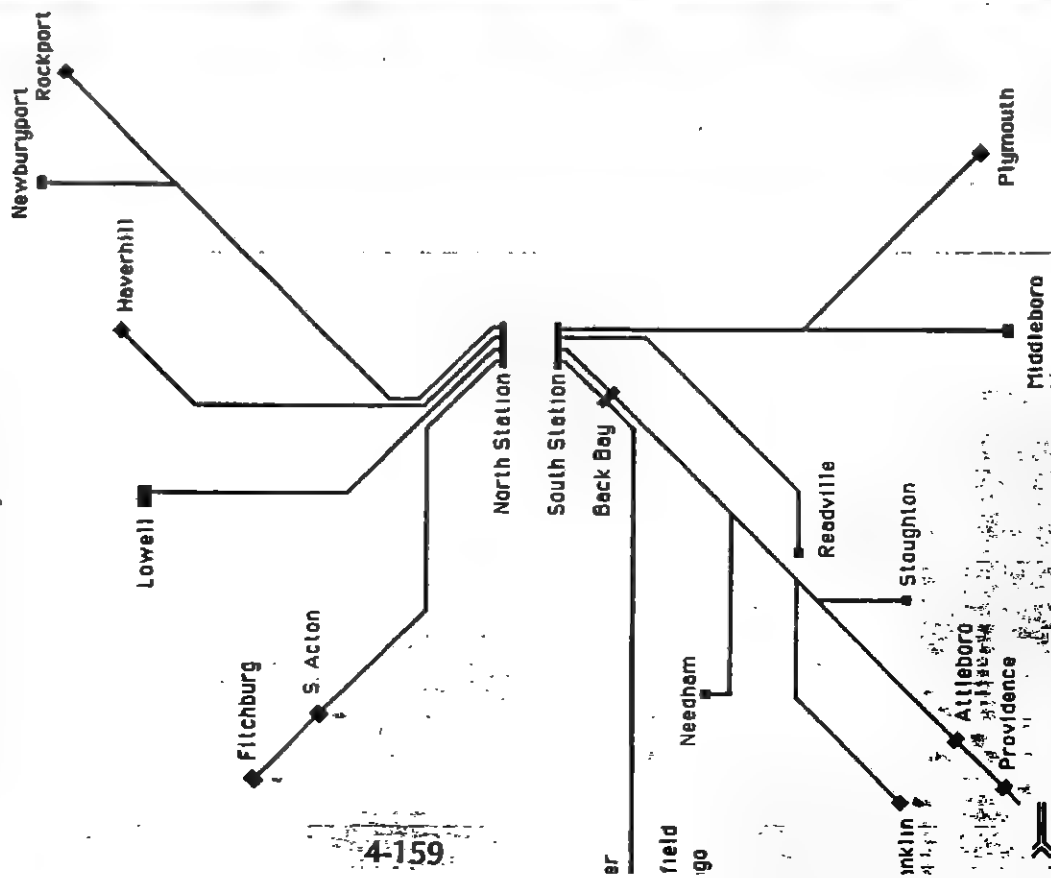
electrification  
 Lechmere Station  
 Peoplenover to Chelsea/Route 1  
 more Blue Line capabilities  
 Amtrak service to Portland



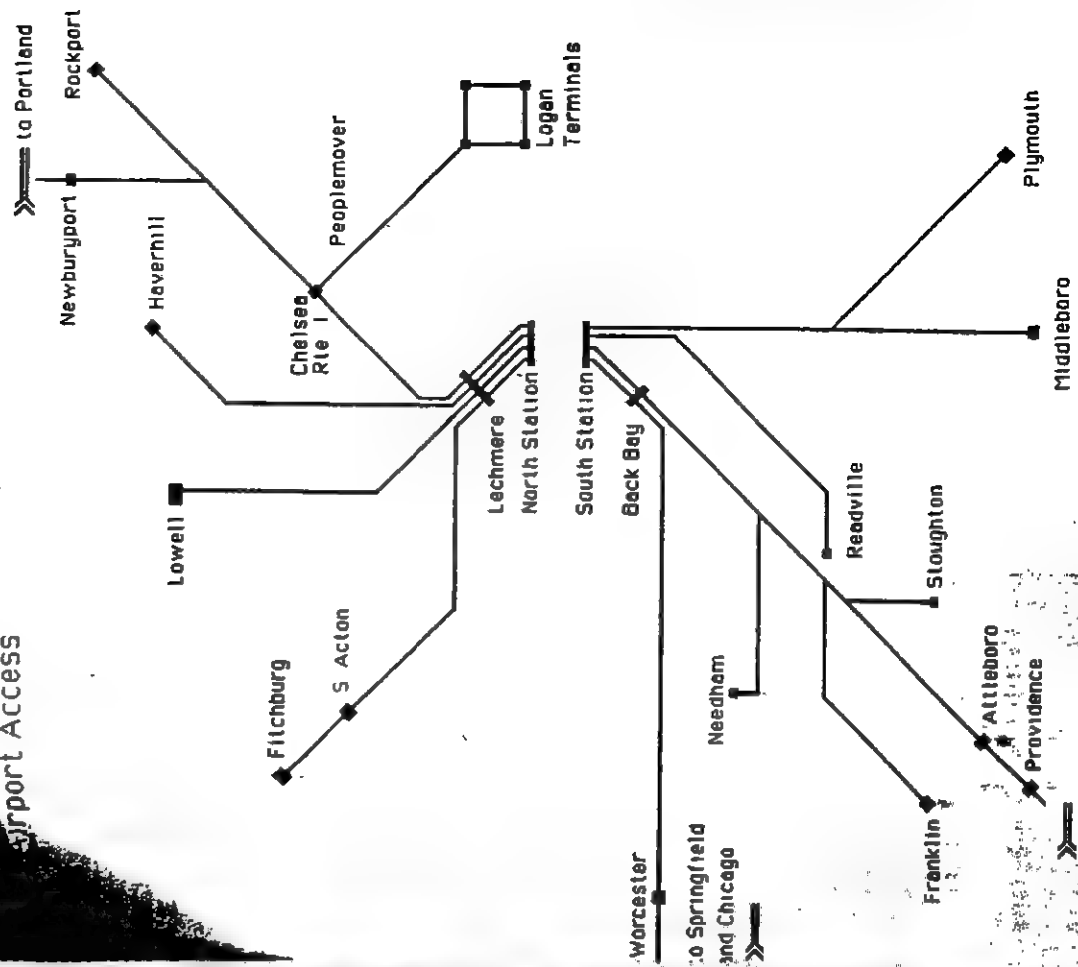
Today's Rail Service



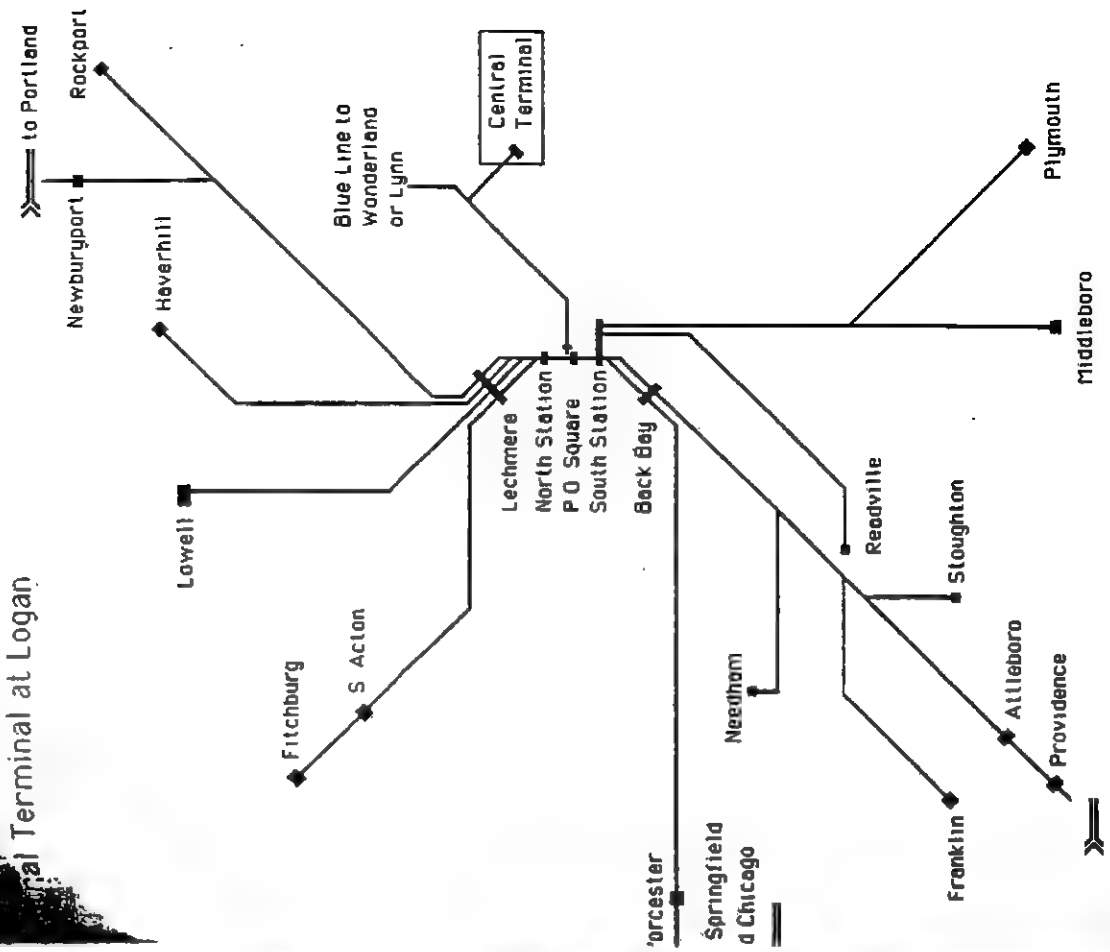
The "Do Nothing" Option  
 Rail Improvements Specified in the  
 Memorandum of Understanding ("MOU")



Tunnel Improvements  
 To a Tunnel and/or  
 Airport Access



The Congress Connector  
Blue Line Spur to  
Central Terminal at Logan



The Congress Connector  
Peoplamover to Chelsea  
Station/Route 1 Garage

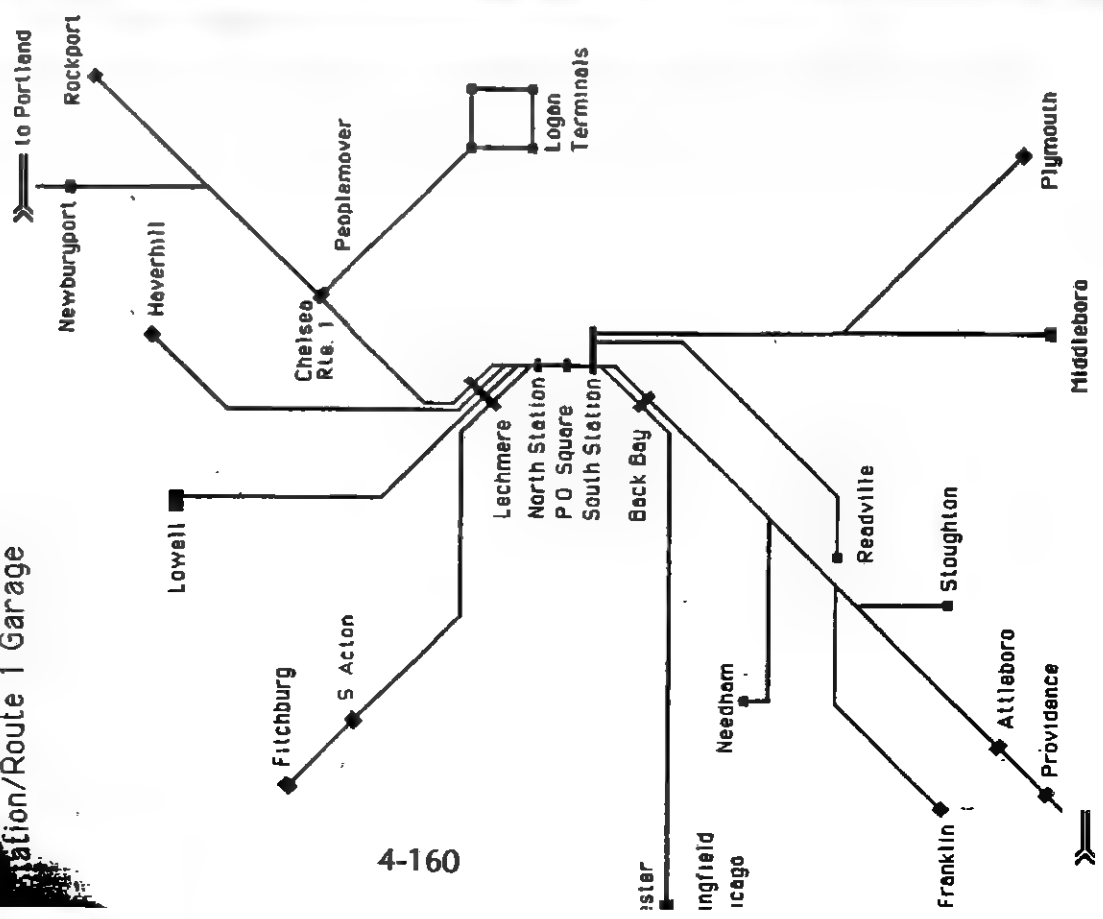


Figure 4: Rail Harbor Tunnel to  
Blue Line Airport Station

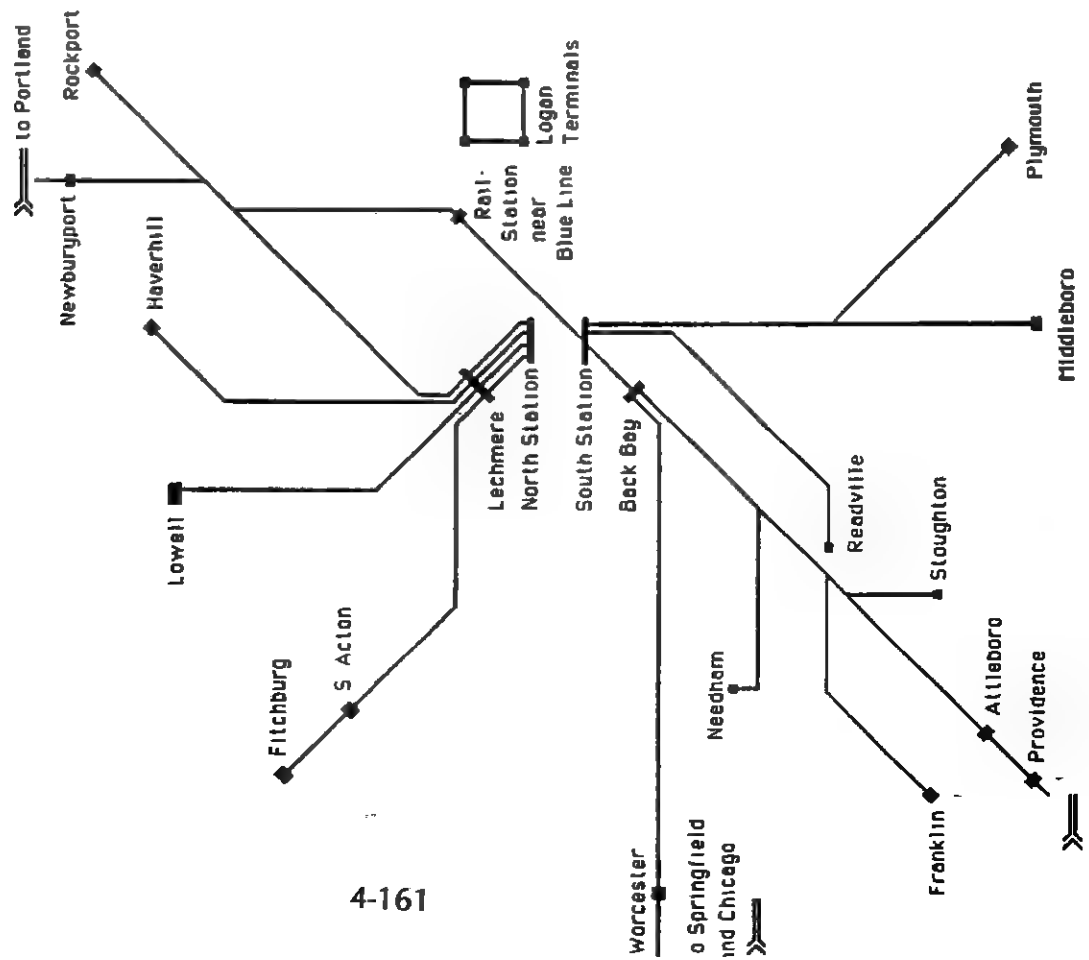
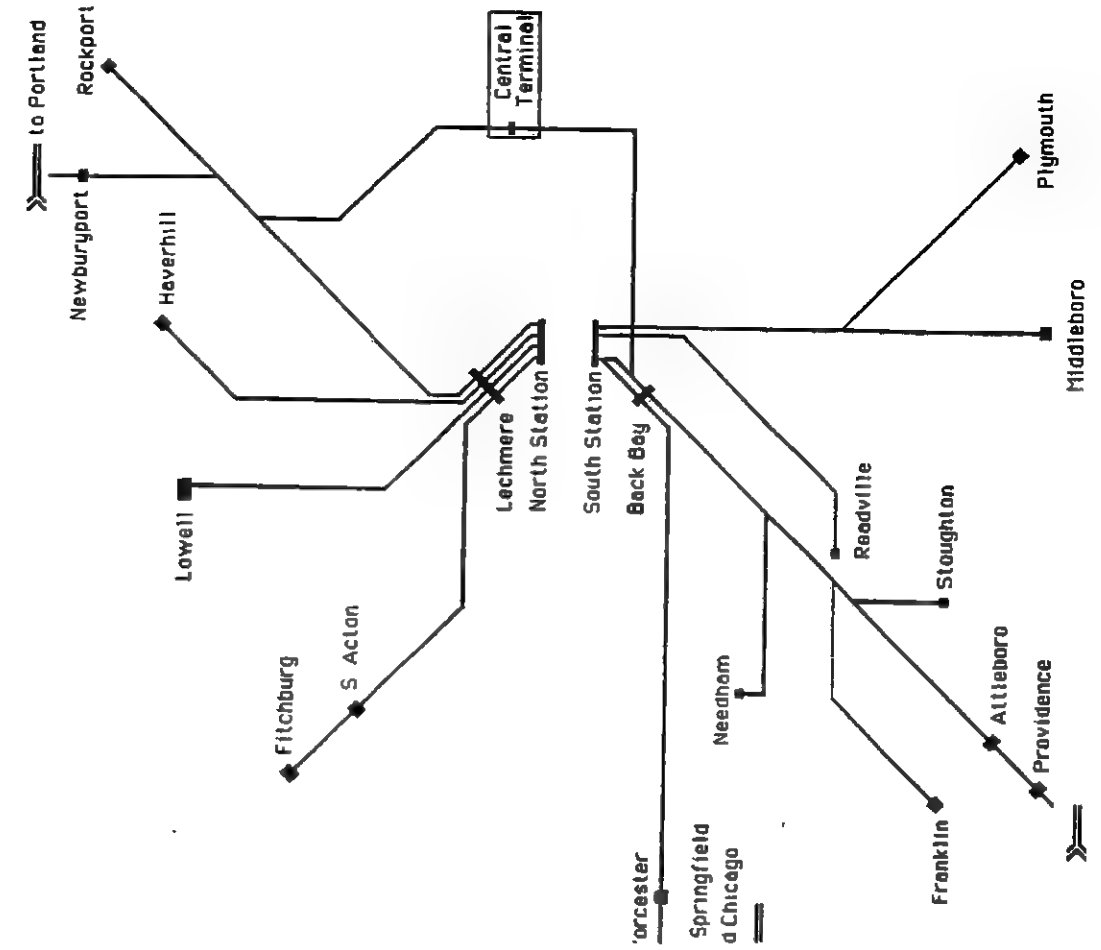


Figure 5: Rail Harbor Tunnel to  
Central Terminal





# Bring your ideas about commuting to a Transportation Town Meeting

Present them • In a short (five-minute) talk • On a map • In a written proposal  
• By filling out and submitting the following questionnaire • All of the above

1. What town do you live in? *Easton*  
What town do you work or go to school in? *Braintree*  
What other locations do you frequently travel to? *Cape Cod/Warrenton*
2. What means of transportation do you use to commute to work or school? *automobile*
3. Are there alternative means of transportation available for these trips? What are they? *no alternatives*  
Comments?
4. What could be done to improve your commute? (by either highway or transit)  
Low-cost improvements  
Major capital investments • *Old Colony Railroad Rehabilitation Project*  
New ways to travel
5. What could be done to improve transit service to Boston?  
Low-cost improvements
6. What could be done to improve transit service in the suburbs?  
Low-cost improvements • *Old Colony RR restoration*  
*extension of Stoughton rail branch*  
*thru Easton to Taunton/New Bedford*  
*Fall River*  
*along Route 128, which includes stops at major*  
Major capital investments *transit stations (Braintree, etc 128, etc)*

If you are unable to attend a Transportation Town Meeting, please send your ideas to:  
Commuting in a New Century, Central Transportation Planning Staff, 10 Park Plaza, Suite 2150, Boston MA 02116-3968

Commuting in a New Century  
CTPS  
10 Park Plaza, Suite 2150  
Boston MA 02116-3968

Comment # 94

(over →)

(14)

The most important transportation project for our region is the restoration of Old Colony commuter rail service to Middleborough, Plymouth and Scituate. Other projects which would provide significant benefit and should therefore be pursued are:

- extension of the Stoughton rail line to Taunton New Bedford/Fall River.
- Once rail service is restored to Middleborough, commuter service should be extended to Wareham and Buzzards Bay, and daily passenger (tourist) service should be run from South Station to Hyannis and Falmouth. The rail bed between Middleborough and the Cape has recently been rebuilt, so these additional services should only require an operating subsidy to start. While Cape service would not serve commuters, it would ease summertime congestion on Routes 3 and 24.
- Complete US 44 between North Carver and Plym.
- Widen I-495 to three lanes between Routes 24 and I-195
- Widen Route 122 to four lanes between Route 9 and 24.

Thank you for your consideration of these issues

William H. Reidy 508/238-475  
4164  
DR Box 554 Abington MA 02251

TOWN OF DANVERS

Planning Department

December 16, 1991

Robert K. Sloane  
Executive Office of Transportation and Construction  
10 Park Plaza  
Boston, MA 02116

Dear Mr. Sloane:

On December 12, 1991 the North Shore Task Force discussed the Update of the Program for Mass Transportation (PMT) with staff from the Metropolitan Area Planning Council. We understand that the purpose of this update is to provide for the future of mass transportation improvements in a coordinated fashion. The Task Force asked that the following transit service improvements be considered:

North Shore Water Transportation Services from Beverly/Salem/Gloucester to Boston;

Commuter parking improvements in Beverly, Salem and Gloucester;

No more parking garages in Boston constructed by the MBTA or other transportation agencies in order to help reduce automobile trips;

Service improvements to Newburyport either by bus or rail;

Transit connections to the Peabody/Danvers/Golden Triangle Area which is a proposed subregional concentrated development center as part of MetroPlan 2000. We envision that a connection to the Blue and Orange lines of the subway is possible on dedicated right-of-ways using existing rail beds. We would like to learn the advantages/disadvantages of rubber tire and/or fixed rail services in these corridors to support the subregional center. We are also submitting an independent UPWP project proposal that describes this proposal.

Improvements such as headways and reliability to existing mass transit services.

Town Hall, Sylvan Street  
Danvers, Mass. 01923  
Telephone (508) 777-0001



(10/17) (95)

(10/17) (95)

Also attached is a description of the PEND proposal developed by James Peck. He requests that the subregion forward this with our comments.

Thank you for your attention to these suggestions for the development of the PMT.

Sincerely,

*Keith Ratner*

Keith Ratner, Chairman  
North Shore Task Force

cc: Bill Colehower, Chairperson Elect, Salem Planning Dept.  
David C. Soule, NAPC Executive Director





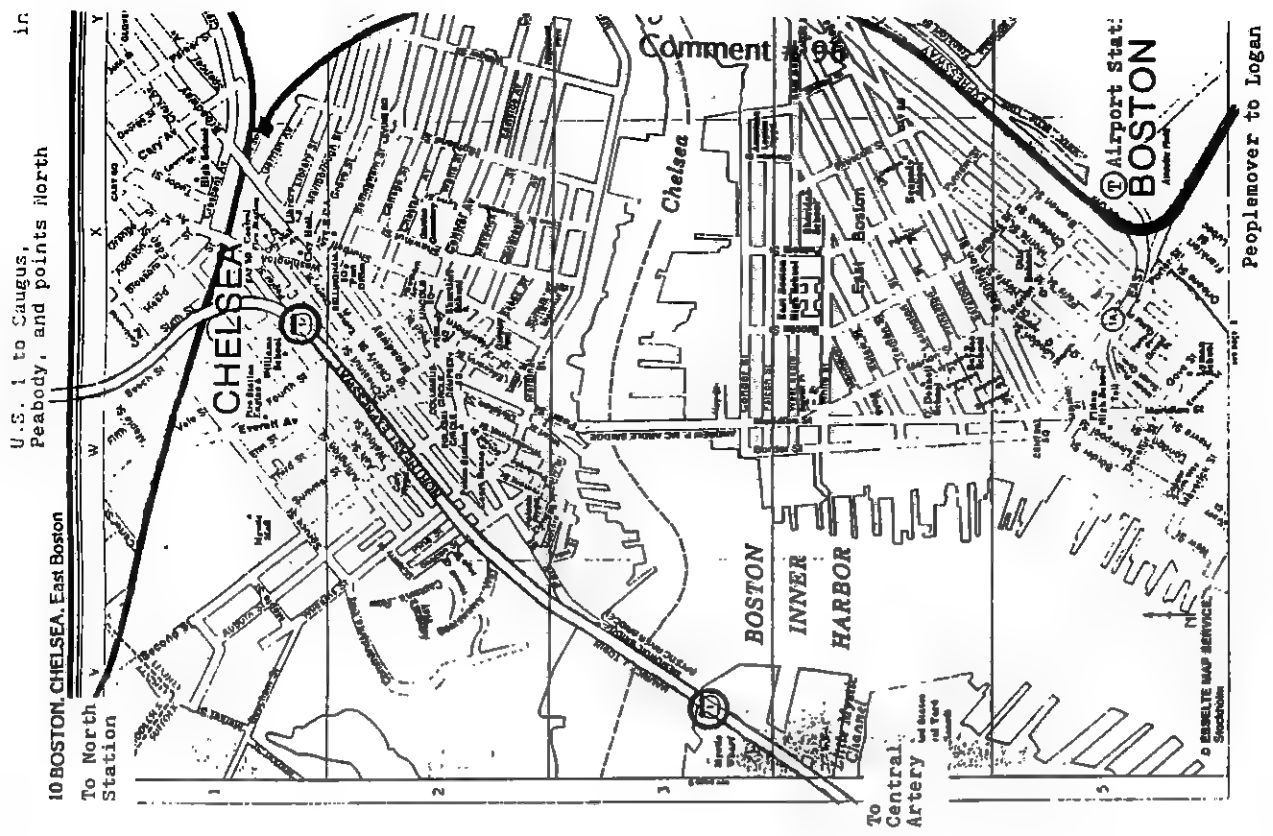
December 18, 1991

A Multi-Modal Terminal in Chelsea Joining  
a Peoplemover to Logan Airport, the Rail  
Network, and a U.S. 1 Parking Garage

William S. Kuttner

CONTENTS

Map of Chelsea and East Boston  
Joining a Logan Peoplemover with  
the Rail Network and a U.S. 1 Parking Garage . . . . .1  
The Peoplemover . . . . .2  
The Rail Network . . . . .3  
The U.S. 1 Parking Garage . . . . .5



Joining a Logan Peoplemover with the Rail Network and a U.S. 1 Parking Garage

Massport recently awarded the noted architectural firm, Skidmore, Owings & Merrill ("SOM"), a contract to develop guidelines for the extensive design and architectural work that will be undertaken at Logan Airport in a few years. SOM envisions that a peoplemover will be required to help address Logan's complex transportation needs, and that this peoplemover network should serve the Blue Line Airport Station.

If this peoplemover line is extended 1.7 miles beyond the Blue Line Station along an abandoned freight spur it will meet the MBTA's commuter rail line that runs from N. Station to Rockport and Ipswich. A rail-to-Logan transfer would then be possible, with a new multi-modal station being built in the vicinity of the existing Chelsea commuter rail station.

U.S. 1 passes 1500' from the commuter line-freight spur junction. Building a major parking structure at the multi-modal station and providing direct access ramps to U.S. 1 in both directions would be the third transportation element of this plan.

This memo addresses only the transportation issues of this proposal. There would, however, be interesting development opportunities in Chelsea and maybe Wood Island as a result of this plan.

This multi-modal terminal could see significant transfer activity in every possible combination:

Rail to/from Logan

U.S. 1 to/from Logan

U.S. 1 to/from Rail

The volume of rail transfer activity would depend upon how the "Eastern Route" develops as part of the regional rail network.

## The Peoplemover

Peoplemovers, also known as "AGV's" (Automated Guideway Vehicle: proven technology. They are becoming more popular in airport design as seen in the U.S. at Tampa, Orlando, Seattle, Atlanta, and Dallas. They are not as widely used for urban transportation, but have been in Toronto, Detroit, and Vancouver, B.C. Linking Logan's terminals line to the Blue Line Station and on to the Chelsea multi-modal terminal consistent with peoplemover design practices today.

The major challenge in designing a peoplemover extension to the problem of crossing Chelsea Creek at the former rail alignment adjacent Chelsea Street bridge between Wood Island and east Chelsea. Even if a span for a peoplemover were practical, the lengthy openings required would be unacceptable to any traveler with a scheduled air departure. A fixed span that would clear a tanker would probably be appropriate for a body of water as small as Chelsea Creek.

This leaves tunneling as the only option. While tunneling under be costly, this project can be viewed as an opportunity. The Chelsea bridge is dangerously narrow, unreliable, and impedes traffic when the peoplemover and Chelsea Street were placed under Chelsea Creek a single project, both road traffic and navigation would be greatly improved and major construction economies could be achieved. Considering the transit, and navigation improvements, this project would enjoy multiple sources.

#### The Rail Network

Restoring rail service to Maine and New Hampshire is becoming a high priority in State and Federal planning circles. In planning service to Portland, Maine, there are three major routing questions:

- 1) What route should trains take from Portland to Boston?
- 2) How do passengers get from the northside to the southside of Boston?
- 3) Will travelers from Maine have convenient access to Logan Airport?

If Portland-to-Logan travel is important, then the Eastern Route clearly presents more access options than the Western Route through Lawrence and Haverhill. The Western Route would require travelers to get to Logan via the Blue Line or a bus from South Station if the Congress Street Rail Connector is built.

Using the Eastern Route, trains could be brought directly into the Logan terminal complex. Alternatively, trains could drop off Logan passengers at the Chelsea multi-modal terminal and continue to North Station, as proposed in this memo. Of course, these options are available for both commuter and intercity service.

While the Eastern Route requires major work to be reconnected to Portland, it does offer more attractive demographics than the Western Route. It also has very little freight activity, whereas the Western Route is a freight mainline over most of its distance.

From the intercity passenger's perspective, the optimal method of getting from Portland, Maine, to New York is on a through train that would be connected to the Northeast Corridor by a tunnel. The Chelsea multi-modal terminal plan assumes that if this "Connector" tunnel is built it will connect North and South Stations. If trains from Portland were to go directly into Logan Airport, then a future connecting tunnel would have to cross under Boston Harbor to South Station or Back Bay Station.

If the "Connector" is never built, the Chelsea multi-modal term: still be useful to Logan-bound passengers on intercity and commuter even if those trains are terminating at North Station. Building the and routing Portland trains on the Eastern Route would stimulate rail demand along this line. Increased service to meet the expanded intercity commuter demand would make the rail-to-Logan move increasingly attractive for the air traveler, and a mode shift towards rail on Logan-bound trips expected.

#### The U.S. 1 Parking Garage

Until terminal-area development in Chelsea creates a major destination, vehicle traffic coming from U.S. 1 to the multi-modal terminal will be almost exclusively for the purpose of transferring to rail or the Logan peoplemover.

From the outset, the U.S. 1-to-Logan move will be very convenient. The motorist is saved:

- 1) Crossing Massport's Tobin Bridge and paying a toll,
- 2) Crossing the Charles River in the new interchange, and
- 3) Crossing back under the Boston Harbor in Callahan Tunnel.

If a motorist elects to make these three crossings, a final trip on the peoplemover will probably be required anyway. Depending on parking capacity and fees at Logan, it is even possible that Logan-bound traffic coming south on I 93 might choose to cross the Tobin Bridge to utilize this parking garage.

Since Massport owns the Tobin Bridge and will own the peoplemover, it will probably own the parking garage as well. This will allow it to coordinate parking fees and bridge tolls to optimally situate traffic. This joint ownership may also simplify administering the design and construction of the connecting ramps from U.S. 1 to the parking garage.

The usefulness of a U.S. 1-to-rail transfer will depend in large part on whether the North Station-South Station Connector is built. If it is built, the multi-modal terminal will be a convenient way for commuters to get to the Financial District and the Back Bay from Saugus and Peabody, areas not well served by commuter rail today. For intercity service through Boston onto the Northeast Corridor, the Chelsea multi-modal terminal would be a convenient station for any traveler starting out north of the Mystic River, and might become as important as the Route 128 stop.

If the North Station-South Station Connector is not built, the station's usefulness would be limited collecting passengers destined for Portland on trains originating at North Station.

# CHAPTER 5

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## Summary of Ideas for Improving Travel in the Boston Region



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## 5. Summary of Ideas for Improving Travel in the Boston Region

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This chapter attempts to organize all of the suggested ideas into a coherent framework which is essentially an outline of a Congestion Management Plan. The major headings are as follows: general comments for the MBTA system, rail transit improvements, "rubber tire" or road transit improvements, water transit improvements, alternative transportation such as bicycles and pedestrians, highway improvements, non-transportation policies such as land use, and finally inducements to encourage the use of public transportation. The rail and rubber tire improvements are subdivided based on the geographical areas to be served. Special provision has been made to illustrate ideas for improving customer service and access for people with disabilities, and making more effective use of existing services.

Not all of the subheadings appear under each major heading. The staff created an overall structure into which the suggestions were placed. If there were no comments for certain subheadings, these subheadings were deleted. Also, some comments were difficult to classify—that is, they could have been placed under more than one heading. In each case, the best effort was made to represent the suggestion as the commenter intended it.

All comments from the public have been cross-referenced as follows:

1. For comments received at public meetings, the first letter of the designation refers to the first letter of the town where the meeting was held, the number refers to the sequential number of the speaker at the meeting and the lower case letter designates the series of points made. (e. g. "F7b" refers to the second comment of the seventh speaker in Framingham.)

Meeting identifications are:

F	Framingham	Q	Quincy
L	Lynn	M	Malden
B	Boston	W	Waltham
S	Stoughton	N	Norwood

2. Written comments are referenced by a number in parentheses. The written comments were numbered in sequential order, from 1 to 96, based on the order in which they arrived.

3. **Official MBTA proposals**, drawn from the handouts reproduced in Chapter 3, are unreferenced.

4. **Comments from other sources**, such as transportation agency staff members, are also unreferenced. These staff members were acting as private citizens.



# **COMMUTING IN A NEW CENTURY**

## **Ideas for Improving Travel in the Boston Region**

### **I. Introduction**

#### **A. Context for this study**

##### **1. Component issues of the regional transportation planning effort**

- Congestion
- Maintenance
- Economic and Community Development
- Environmental Improvement
- Intercity/Interstate Transportation
- Freight
- Social Equity
- Safety
- Land Use Change

##### **2. Federal legislation/Regulations**

- Intermodal Surface Transportation Efficiency Act
- Clean Air Act Amendments
- Americans with Disabilities Act

#### **B. Anticipated results of the study**

- 1. Program for Mass Transportation**
- 2. Congestion Management Plan**

#### **C. Structure for reporting comments**

- 1. MBTA System Improvements - General Comments**
- 2. Rail Transit Solutions**  
Urban Core/Suburban to Urban/Suburban
- 3. Rubber Tire Transit Solutions**  
Urban Core/Suburban to Urban/Suburban
- 4. Water Transit Solutions**
- 5. Alternative Transportation Solutions**
- 6. Highway Solutions**
- 7. Non-Transportation Solutions**
- 8. Inducements to favor efficient forms of transport**

## **II. MBTA System Improvements - General Comments**

### **A. Customer service**

#### **1. Improve reliability**

- Run buses on a set schedule with time points along the route. (18) (26) (29) (41) (73) (85)
- More frequent bus service (2) (4) (17) (22) (32) (69)
- Improve maintenance facilities for existing equipment. F8b. W2b.
- The MBTA should concentrate on delivering reliable service. N3e (44) (85) (89) (95)
- Reduce frequency of vehicle failures. (15) (44)
- Equip all transit vehicles with remote sensors so each piece of equipment can be located centrally. (29) (89)
- Devise ways to move disabled trains out of the way faster. (41)
- Bridge reconstruction program
- Track maintenance program
- Vehicle maintenance program

#### **2. Comfort and convenience**

- Increase visibility of MBTA security and police. (57)
- Automated token vending machines should allow station staff to circulate in stations adding to security. (85)
- Stations should be modernized.
- Provide safety belts and other related safety equipment on all services.
- Need more MBTA starters at Haymarket Station. L6b.
- Replace buses with trolleys where tracks still exists--they are quieter and cleaner. (33)
- Improve concession stands at commuter rail stations.
- Need some type of weather-protection shelter at commuter rail stations. L4c.
- Provide bus shelters systemwide. (4) (5) (13) (34) (72) (74)
- Make sure drivers look for passengers waiting in shelters. (74)
- Provide lights at bus shelters. (74)
- Allow passengers to board bus at terminal locations before beginning of trip (especially in inclement weather).
- Encourage drivers and conductors to be more friendly and courteous. (15) (44) (74) (84)
- Provide bicycle lockers at stations. (74) (76) (81)
- Improve/expand the Bikes on the T program. B13.W5d. N7.W12 (64) (74)
- Improve the type of bike racks or provide bike lockers. W5c. N7

- Install hooks on trains and trolleys for bicycle storage. (64) (74)
  - Post signs at escalators asking standees to stand to the right. (39)
  - Concentrate on integrating and coordinating all of the MBTA's services. (84)
3. Improve convenience of fare payment
- Acquire more effective fare collection technology. (85) (89)
  - Enable MBTA buses to take dollar bills. M2f.
  - New fareboxes for all buses and Green Line cars
  - Allow sale of T-passes in Malden. M6a.
  - Automatic transfer vending on buses
  - Commuter rail surcharges should be charged by ticket-agents, not on board. M4.
  - Maintain surcharge for on-board purchase of tickets.
  - Fare collection procedure similar to the one in Washington, DC
  - Allow patrons to submit more denominations of bills and coins.
  - The MBTA should sell tokens from a machine. B6d (85)
  - There should be a tourist pass that is good on all forms of transit. B10b.
  - MBTA needs to improve the method for selling monthly passes. L4d.
  - Explore use of debit cards for commuters by all modes of transit. Q2b.Q4c. (56)
  - Coordinate fares and services (between T & private carriers, and T & local suburban service).
  - Eliminate parking fees at commuter rail stations. S7.
  - Eliminate the need for two tokens in Quincy.
  - Create joint passes, e.g., a joint ferry/T pass.
  - Sell bimonthly T passes.
  - Sell monthly passes that includes parking pass.
  - Sell a monthly parking sticker. (39)
  - Equalize fares on commuter rail and MBTA buses based on distance travelled. (43)
  - Make ticket sales simpler and more convenient. (56) (84)
  - Transit passes by phone, chargeable to credit cards. (56)
  - Unified tickets accepted by all private carriers. (56)
  - Vouchers for employer-provided transit discounts. (56)
  - Offer a special commuter rail pass that works only on commuter rail and is cheaper than the current pass. (57)
  - Work with major employers to sell not only MBTA monthly passes but also 12 Ride Tickets, 10 Token Rolls and Visitor Passes. (57)

MBTA System Improvements  
General Comments  
Continued

- Change fare structure on the Green Line to eliminate free outbound service. (72) (74)
- Institute a broader transfer policy. (74) (85)
- 4. **Increase service hours**
  - Operate T service 24 hours with at least hourly service from 1 a.m. to 5 a.m. (6) (61) (64)
  - Extend MBTA operating hours especially Friday and Saturday nights. (69) (73) (75)
  - Earlier bus service is needed. L2h.
  - Run commuter rail on Sunday even if only once or twice a day. (41)
  - Extend A.M. peak service on commuter rail so workers can get to work before 5:30 a.m. (57)
  - Provide Sunday service on South side commuter rail, or substitute bus service.
- B. **Access for people with disabilities**
  - 1. **Make entire system accessible**
    - Make all buses handicap accessible.
    - All new buses will be lift-equipped.
    - Ongoing bus procurement program (target for 100 new buses per year)
    - Make all rail cars accessible.
    - Make all stations accessible.
  - 2. **Improve system standards for accessibility**
    - Institute use of electronic announcements, tactile stripping, tactile signage, voice mail information service. (26) (27) (28)
    - The gaps between the platforms and cars at stations are difficult for people with handicaps. L6a
    - Ensure that bus stops are not blocked by cars or snow. Q6b.
  - 3. **Paratransit**
    - Need to create awareness for paratransit services. M8a.
    - Remove barriers to cross-zone trips. M8c.
    - Extend The RIDE to people with temporary disabilities. (36)
    - The MBTA needs to coordinate with the towns to provide service for the elderly. Q8a.
    - CARAVAN does not serve the disabled or people in wheelchairs. M8b.
    - Work on designing a truly accessible taxicab. The RIDE is not flexible enough and converted minivans are not adequate. (84)
- C. **Marketing and public information**
  - 1. **Provide better signs**
    - Use electronic signs for service and schedule information.
    - Accurate signage at all T stations M8d (26) (27) (28) (92)
    - Improve signage directing auto users to transit. (65)

- Improve visibility of station signs from train windows.
- Improve signage of transit and bus connections at stations .
- Provide schedule and route information at all bus and transit stops. (41) (65) (74) (84)

**2. Provide better public information**

- Make system maps and schedules more widely available. B13b (56)
- Conductors should have schedules. B6c
- Make schedules simpler and easy to use. (85)
- Have operators make announcements. (13) (26) (27) (28)
- Make transit schedules available year round. (36)
- Improve marketing to inform people about the service currently provided. W8b. W10a.
- Install an electronic display at stations showing arrival times and information about delays. (84)
- Improve advertising inside buses based in the Lynn Garage.
- Upgrade electronic destination signs on buses to have two lines of information at one time.
- Make bus schedules more detailed with more specific times and stops. (2)
- Any delay in the rapid transit system should be announced on all of the lines so that people making connections can choose alternate routes. (39) (48)
- Replace the "inbound/outbound" designation with north/south, east/west designations. (74)

**D. Public/private efforts**

**1. Transportation Management Associations**

- Support the formation and on-going efforts involved with Transportation Management Associations/ Organizations. M1. B8. Q2a. W7b. (92)
- Support public/private partnerships. (84)
- Require employers of over 25 people to implement transportation management programs (alternative work hours, ridesharing, preferential or discount parking for carpools).
- Have employers pay for parking on suburban commuter lots rather than providing parking downtown. (2)

### **III. Rail Transit Solutions - Urban Core**

#### **A. Customer service**

##### **1. Rapid transit/LRVs**

- Enclose Charles Street station.
- Improve signage in Government Center on Green Line platforms for service continuing in the same direction (example: floor markings to direct people as to where to wait).
- Improve safety at Andrew Station. (15)
- Fix escalator at Downtown Crossing station. (23)
- Additional up and down escalators at Downtown Crossing (25)
- Better temperature control on the Green Line - not so cold in the summer or so hot in the winter (74)

#### **B. Access for people with disabilities**

##### **1. Rapid transit/LRVs**

- Design a low-platform car for light rail and phase new cars in over time. F14. (85)
- Back Bay Station accessibility improvements
- Make the Green Line accessible. (27) (63) (85)
- Make Charles Station accessible. B4d. (57)

##### **2. Commuter rail**

- Allow the RIDE vans to approach North Station platforms as close as possible.
- Back Bay Station accessibility improvements

#### **C. More effective use of existing facilities**

##### **1. Rapid transit/LRVs**

- Minimize in-transit travel time. (85)
- Run at higher frequencies during off peak-hours. (85)
- Decrease rapid transit headways: 3 minutes on Red, Orange and Blue Lines, 1.5 minutes on Green Line Central Subway. (19) (95)
- Traffic signal preemption for the Green Line (29) (85)
- Straighten curves; change alignment of subway and LRV tracks.
- Run some Green Line trains express. W8c.
- Run every other Green Line train express inbound on the B and C lines such that no one gets off before Kenmore. (46)
- Provide express service on Riverside Line.
- Run Riverside Green Line trains to North Station or increase frequency of Green Line service between Park and North Station. (50)
- Run all Green Line trains to Lechmere.
- Better service on the B Line (22)

- Allow loading/unloading of passengers from all doors at all times on Green Line. (85)
  - Compare headways/frequencies of service on the Green Line today with those of 50 years ago.
  - Build additional tracks from Kenmore to run express service to Park Street and beyond. (50)
  - Ease congestion on the subway between Kenmore Square and Park Street. (51)
  - Improve access at Quincy Square. Q3c.
  - More frequent Red Line service from Braintree to reduce crowding at North Quincy or start trains from North Quincy (23)
  - Improve automobile, bus, and pedestrian access to Wellington Station.
  - Airport Station - Reconstruction in conjunction with the Central Artery/Tunnel project.
  - Use 6-car trains on the Blue Line. L2c.
  - Run 8-car subway trains during rush hour.
  - Open all station entrances in conjunction with better fare collection equipment. (85).
  - Renovate stations on Dorchester Branch of Red Line. (89)
  - Improve Red Line equipment and service. (21)
  - 46 new Orange Line cars
  - 28 new Blue Line cars
  - 36 new Red Line cars
2. Commuter rail
- Examine Fairmount Line services; perhaps substitute rapid transit or light rail for the current commuter rail service. (68) (89)
  - Northside commuter rail maintenance facility
3. Better connections
- Consider creating multi-modal transportation centers at the intersection of a circumferential transit line and the radial commuter rail lines. (89)
  - Allow a free modal transfer at Heath Street. (29)
  - Allow a free transfer from bus to rapid transit at Kenmore Square. (62)
  - Design and designate an HOV lane loop connecting four MBTA stations within the West End area for public/private shuttle service to MGH. (57)
  - Explore a walkway between the Red Line and the Blue Line at Downtown Crossing/State Street. Q3d.
  - Pedestrian connection between Copley station and Back Bay station for Green/Orange Line transfers.

**D. New services/Innovations**

**1. Rapid transit/LRVs**

- Blue Line extension to Lynn - An extension from Wonderland in Revere to Central Square in Lynn with stops in West Lynn and Central Sq. M2c.L2d.B2
- Extend the Blue Line parallel to Squire Road with a connection to commuter rail (rather than extending to Lynn). M10a.
- Extend the Blue Line to the planned airport central terminal. N9. (93)
- Extend the Blue Line down Storrow Drive to Kenmore Station where it would then use the Green Line Riverside tracks. B1a. (79) (89)
- Extend Blue Line from Bowdoin to Park Street then to Newbury Street and through the Back Bay to Kenmore to the Riverside Line tracks. (59) (71)
- Extend the Blue Line from Charles Circle to Watertown or Brighton via MIT and Cambridgeport.
- Build a new harbor tunnel for the Blue Line from Airport to Boylston Street on the Green Line. (89)
- Link Red Line and Blue Line at Charles Circle. M2c.L2d.N9. (89) (46)
- Redesign Red-Blue connector to avoid increasing the above-ground size of Charles station. (85)
- Eliminate loop at Bowdoin to allow for a standard Orange/Blue vehicle design. (85)
- Examine bringing the Blue Line to Park Street. (84)
- Red Line Extension to Route 128 - Extension of the Red Line from Alewife through Arlington to Route 128 in Lexington. (59) (16) (35)
- Substitute a light rail line from Arlington to Alewife for the Red Line extension. (68)
- Extend Red Line to Bedford.
- Extend Red Line to Waltham. (16)
- Build a branch of the Red Line from Charles to Logan. (83)
- Build a branch of the Red Line from Central Square to JFK/UMass along Mass. Ave. (60)
- Convert Mattapan High Speed Trolley to commuter rail service from Central Ave to Neponset River Bridge via Conrail line and Old Colony Main Line. (70)
- Green Line service to Logan Airport from Arlington Street to Charles Circle then to the Blue Line tunnel. (58)
- Institute a Green Line loop from Park to Copley. M5.



- Brookline Village Connector (Green Line) - Short connection between Brookline Village on the D Line and Huntington Avenue on the E Line.
- Restore Arborway E-Line along a reservation. (90)
- Restore trolley service to Arborway. (9) (29) (53) (84) (85) (91)
- Extend Green Line from Lechmere to Tufts. (19) (77) (84)
- Relocate Lechmere Station. (19) (77) (93)
- Extend Green Line from Kenmore to Allston and Cambridge via commuter rail corridor. (79)
- Green Line Extension from Kenmore Square to Oak Square in Brighton - Restoration of part of the A Line, which last had trolley service in 1969. (62) (68) (78) (84)
- Reactivate Green Line service to Watertown. (47) (85)
- Extend branch from D Line at Reservoir to the B Line along Comm. Ave. to Washington Street in Brighton. (80)
- Convert Riverside Green Line to Orange Line by using right-of-way east of Fenway Park that was formerly used by Highland Branch. (51)
- Orange Line Extension - An extension of the Orange Line from Oak Grove in Malden to Route 128 in Wakefield. The extension would follow the existing Haverhill Line right-of-way.
- Extend Orange Line south to Route 128 at junction of I-95. (61)
- Study transit connections to the Charlestown Navy Yard. B9f. (89)
- Consider light rail from South Boston Piers to Charlestown Navy Yard using Surface Artery alignment. (85)
- Waterfront subway connecting North and South Station, with stops at Aquarium and Rowe's Wharf. (60)
- Institute circumferential service from Kendall through Longwood Medical Area. (9) (85)
- Improve circumferential transit options. M10c.N4.W5a. W6.W7d (26) (27) (28)
- Build a Circle Subway connecting Kenmore Square, Central Square, Sullivan Square, Airport, South Boston, City Hospital and Fenway Area. (46) (77) (90)
- Build the "Bioscience Line" connecting Newmarket, Ruggles, Longwood, Olmsted Park, Charlestown Navy Yard, Logan Airport and South Boston. (89) (91)
- Implement light rail (a Green Line branch) on Washington Street in Roxbury/South End (rather than trackless trolley). B9d. (84) (85)
- New transit line from South Station to Allston and Brighton via Framingham Line commuter rail tracks. (80)

- Convert South Boston Piers project into an eastward extension of the Green Line. (85)
- Build new line from South Station to the medical area. (92)
- Build a Peoplemover from Logan to Route 1 in Chelsea. (93) (96)
- Monorail to the World Trade Center (14)
- Monorail to Carson Beach (14)
- Explore a new transit line on Blue Hill Avenue. (60)
- Monorails in the medians of major highways, urban areas, parklands, etc. (67)

## **2. Parking expansion - Rapid transit/LRVs**

- Community College - 700 new parking spaces
- Wollaston - 300 new parking spaces
- Oak Grove - 600 new parking spaces
- Orient Heights - 120 new parking spaces
- Beachmont - 300 new parking spaces
- Alewife - 1,000 new parking spaces
- North Quincy - 500 new parking spaces
- Butler Station (Mattapan Line) - 400 new parking spaces
- Woodland (Riverside D Line) - 800 new parking spaces
- Expand parking at Alewife (and lower parking fee).
- Build parking at Porter Square.
- Expand parking at Wonderland. L2b.
- Expand parking at Red Line stations. Q5c.
- Expand parking at Malden Center, Wellington, Sullivan, Forest Hills.
- Expand parking at Suffolk Downs, Wood Island.
- Expand parking at Braintree.
- Expand parking at Lechmere, Riverside, Newton Centre, Chestnut Hill, Reservoir, Brookline Village.
- Examine parking expansions in the perspective of feeder bus service. (68)
- Parking garage at US 1 in Chelsea for Peoplemover. (96)

## **3. Commuter rail**

- Build a North Station-South Station Connector or other connector between northern and southern commuter rail lines. B3b.B5b.B11c.L1c.L3a.N3c.S11a (8) (47) (50) (59) (60) (64) (84) (85) (89) (90) (92) (93)
- Commuter/Intercity rail connector to Logan Airport from the Rockport/Ipswich Line. (60) (90)
- Build connector from Fitchburg Line to Logan via Somerville yards. (90)
- Build a Harbor Rail Tunnel from South Station to Logan and the North Shore. (90) (93).
- New Mattapan commuter rail station on Fairmount Line at Blue Hill Avenue (70)

#### **IV. Rail Transit Solutions - Suburban to Urban**

##### **A. Customer service**

###### **1. Improve reliability**

- A problem with commuter rail is that there are six different kinds of commuter rail cars and four different kinds of engines. This adds cost and complexity to maintenance and upkeep as well as presenting a problem of storing the equipment when not in use. F11a.

###### **2. Improve comfort and security**

- Need more security at Lynn Square Garage. L1b.
- Keep commuter rail trains clean. (3)
- Open more doors on trains. (3)
- Improve signage at commuter rail stations: where to wait for trains, where to buy tickets.
- Distribute double-decker cars to the most crowded trains.
- Buy additional commuter rail coaches as needed (large procurement just completed).
- Increase commuter rail rolling stock to provide seating for everyone. (37)
- Clean up Quincy Center station. (21)
- Provide shelter at the Framingham Station. F6.
- Open doors on both sides of the train at Reading. (50)
- The MBTA should run commuter rail trains rather than contracting to Amtrak; the Amtrak conductors are sometimes rude. (39)

##### **B. Access for people with disabilities**

- Make all commuter rail cars and stations accessible. F3.F4
- The ramp at Salem Depot should be moved to the south end of the platform which is safer and much closer to the street and sidewalk access. (48)
- Install high platforms at more commuter rail stations. (85)

##### **C. More effective use of existing facilities**

###### **1. Reduce travel times**

- The Bradford station seems to be duplicative. B7b.
- Eliminate 1 or 2 stops on Framingham Line. (3)
- The MBTA should increase the running speed of the trains to 80 to 100 mph. F11b. (31)
- Run express trains from Rosemont with one stop in Malden with local service from Reading to run 5 minutes later. M3d.
- Commuter rail was faster in 1910. L2a.
- Run express trains from Salem to Boston. L3b.
- Upgrade track condition.
- Run express trains from Fitchburg. (20)

- Electrify service. F8a.L5a (85) (89) (93)
- Consolidate stations.
- Upgrade signals.
- Run longer trains at slightly longer headways to reduce bunching and delays.
- Do away with Kendal Green, Silver Hill, and Hastings stations, they are too close together.
- Orange Line should give up its third track to Commuter Rail south of Malden Center. M3c.
- Run hourly trains from Reading to Boston and reroute trains from Haverhill to the Wilmington branch. (68)

**2. Higher frequency**

- More peak hour rail trips from Littleton (10)
- Improve service in Lawrence. B7a.
- Run all Needham branch trains through to Needham Heights. (4) (5)
- Run another train to Attleboro during the peak hour between 5:35 and 6:20. (53)
- Provide a Beverly Shuttle. L3c.
- Double track the single track lines.
- Extend double track to Littleton. (10)
- Double-track Haverhill to Boston. (50)
- Increase frequency of commuter rail during the day and on Saturdays, especially during the Christmas season. (42)
- Provide convenient reverse commuting. (85)
- Increase frequency of service on the Framingham Line (63)
- Increase Saturday and Sunday service on Framingham Line. (3) (57)
- More frequent evening and weekend service. L1a. (50) (53)
- Increase frequency all commuter rail lines. (16)

**D. New services/Innovations**

**1. Commuter rail station improvements**

- New Gillette/I-93 Station - A new station in Wilmington/Andover area on the Haverhill Line with a 1,000-space park and ride facility.
- The Gillette/I-93 facility is unnecessary. (68)
- Shawsheen Station - A new station in Andover on the Haverhill Line with a 500 space parking lot.
- The Shawsheen station is unnecessary if Route 28 bus service is continued. (68)
- Saugus - A new commuter rail station on the Rockport/Ipswich Line with a 1,000 car parking facility.
- The Saugus parking facility is unnecessary and environmentally damaging. (68)

- West Cambridge Station - A new commuter rail station on the Fitchburg Line near the Alewife Red Line station. B3d. (35) (60)
  - The proposed West Cambridge station is an unnecessary duplication of Porter Square. (68)
  - Relocation of Wilmington Station - Relocate the Wilmington station and construct a 340-space parking lot.
  - Relocation of Lawrence Station - Relocate Lawrence Station with improved access from I-495.
  - Relocate Ayer Station - A relocated station to provide 300 new spaces.
  - The Ayer relocation should be deferred. (68)
  - Kendal Green Station Relocation - A relocated station with a 1,000 space park and ride facility. Implementation of this project is contingent on direct highway access to the potential facility.
  - More service to Ruggles (9)
  - More service to Yawkey Way (9)
  - Explore a commuter rail stop at Oak Island. L2f.
  - Create a new commuter rail station at Newton Corner. (60)
  - Complete the relocation of Framingham station. F5.
  - Create a stop at Quincy Center for Old Colony. M2a.
  - Explore locating a station in downtown Worcester. F9.
  - Reexamine proposals for the Station Park commuter rail station. Improve the highway connections. S13.
  - Construct stations to be maintained and operated by concessionaires.
  - Explore the option of having sub-stations such as at Hingham High. Q9b.
  - Do not implement plan for Salem station. L4b.
  - Consider a transit/commuter rail station on Route 3, on Route 24 in Avon and a station at Derby Street in Hingham. Q11b.
  - Create new stations along 128: Haverhill Line - Route 28/128; Fitchburg Line - Route 20/128; Framingham Line - Mass Pike & 128.
  - Create new stations along 495: Haverhill Line - Route 28/495; Lowell Line - Woburn Street/495.
  - Do not relocate Mansfield station from its current downtown location. (82)
- 2. Commuter rail extensions**
- Explore rail shuttle service between Everett Junction and Cliftondale (Saugus Branch). M3a
  - Activate abandoned railroad spur in Lynnfield and Peabody. (38)
  - Restore train service to Wayland. (52)

- Explore new commuter rail service from Topsfield, Danvers, Lynnfield and Wakefield. M3b.
- Nashua Extension - An extension of the Lowell Line to Nashua, N.H., via Tyngsborough.
- Rosemont Extension - A new station beyond Haverhill with a 500 space parking lot.
- New Bedford Commuter Rail Extension - Extend commuter rail service from Stoughton to Fall River and New Bedford, with stops in Raynham and Taunton. S3a. (8) (94)
- Extend from Stoughton to North Easton but not farther. (68)
- Milford Commuter Rail Extension - An extension on the Franklin/Milford Secondary Branch from a new station in Bellingham to Central Street in Milford. A 500 space parking facility is proposed.
- The Milford extension should not be built - it is slower than existing bus service. (68)
- Foxborough Commuter Rail Extension - An extension from Walpole station to Sullivan Stadium in Foxborough with parking for 1,000 cars.
- The Foxborough extension should not be built - it will only draw customers away from the Attleboro line. (68)
- Marlborough Extension - This 10.3 mile extension from Framingham would include two stations in Framingham and two in Southborough. The line is expected to carry an estimated 6,640 inbound trips per day and provide 2,500 parking spaces.
- Commuter rail extensions to Saxonville, Marlborough and Worcester should not be built because these areas are well-served by buses. (68)
- Pursue High Speed Rail to New York. N3b. N6b. W8a. (63) (89)
- Upgrade rail service to New York with connecting service to Portland and then Montreal. L1d. (50) (93)
- Use Eastern Route for connection to Portland, ME. M3f. (96)
- The Eastern Route could be used to service Pease Airport if it becomes an international airport. M3i.
- Extend NE Corridor High Speed Rail to northern Mass. (60)
- Use upgraded rail facilities to the Cape for commuter service. F12a.
- Commuter rail to Plymouth/Cape Cod (22)
- Run rail service beyond Middleborough to Cape Cod for tourists. (94).
- Explore service from Salem, NH. M3e.
- Extend commuter rail to Springfield.

- Explore service to Manchester, NH.
  - Extend service to Millis. F2a.N2
  - Extend service to Worcester. (11) (20) (49) (59)
  - For the Worcester extension, the project should include the elimination of the two at-grade rail crossings in Framingham. F7c.
  - The extension of the Stoughton line needs to be analyzed with Old Colony in place. It may not make sense. S1a.
  - Explore a line from Middleborough to East Taunton instead of the extension of the Stoughton Line. S1c.
  - Support for the Old Colony project. S3a.Q1b.Q5a.Q10a (8) (34) (90) (93) (94)
  - Electrify Old Colony service from the start using noise mitigation funds. (85)
  - Commuter rail Weymouth to Boston (Old Colony). (2)
  - Explore service from Marshfield to Boston. (54)
  - Restore the Greenbush Line. (12) (21)
  - Extend commuter rail from Ipswich to Newburyport. (17) (95)
  - The Newburyport extension is not needed; there is adequate bus service. (68)
  - Extend commuter rail from Framingham to Ashland and provide parking. (30)
  - Institute cross-state rail service in the Route 2 corridor (85)
  - State should take 190 North Shore Drive - it is on a former right-of-way. L2e.
  - Train or Monorail along median of Route 3 (12)
  - Fast Monorail to Brockton (14)
  - Fast Monorail to Middleborough (14)
  - Monorail to Watertown Mall (14)
  - Monorail to Burlington Mall (14)
- 3. Parking expansion - Commuter rail**
- North Billerica - 450 new spaces
  - Salem - 650 new parking spaces
  - South Acton - 100 new parking spaces
  - No. Leominster - 250 new parking spaces.
  - Lincoln - 48 new parking spaces
  - Sharon - 150 new parking spaces
  - Dedham Corporate Center - Phase 2 parking improvements to add 500 new spaces
  - Natick - 200 new parking spaces
  - West Natick - 450 new parking spaces
  - Expand parking at the Route 128 station as much as possible. N3.
  - Build a regional parking facility with easy access from Route 2 and I-495. (10)

- Expand parking beyond Lynn on the Haverhill and Ipswich Lines.
- Expand parking in Beverly, Salem and Gloucester. (95)
- Expand parking at all commuter rail termini.
- Examine parking expansions in the perspective of feeder bus service. (68)
- Whenever a parking lot becomes full, it should be expanded. (61)

**4. Better connections - Commuter rail**

- Improve automobile access to Mishawum and Littleton/495 station.
- Commuter rail should have feeder buses with matching schedules. B3e (85)
- When the T runs parallel service (such as at Salem Station with commuter rail and the #450 bus) schedule the departures far enough apart (at least 5 minutes) so a commuter who is a little late won't miss both. (39)
- Bus feeder/distributor service from North and South Stations
- Connect Old Colony Rail with MBTA buses at Quincy Center. (7)
- Improve automobile access to major rail/expressway locations.



## **V. Rail Transit Solutions - Suburban**

### **A. New services/Innovations**

#### **1. Circumferential rail**

- Build a Route 128 monorail. L1e.
- Railroad along Route 128 that connects existing commuter rail stations (34)
- Build a transit connection to Peabody/Danvers Golden Triangle area, possibly an extension of Blue Line or Orange Line. (95)

#### **2. Better connections**

- Encourage private enterprise to provide feeder service in the suburbs.
- Provide better intermodal connections outside of the urban core.

## **VI. Rubber Tire Transit Solutions - Urban Core**

### **A. Customer service**

#### **1. Bus service**

- Make Peter Pan Terminal more pleasant: make schedules available, better organization at ticket booths. (20)
- Build an Inter-city bus terminal in Park Square. (6)

### **B. More effective use of existing facilities**

#### **1. Bus service**

- MBTA buses heading on and off service should pick-up passengers and not run empty. (19)
- Set up a pilot subscription bus program for MGH shift workers. (57)
- Increase frequency on major routes such as #87 and #88 in Arlington and Cambridge. (19)
- Use signal preemption for high ridership routes along major arterials. (29) (85)
- Increase Saturday and Sunday service on bus route #93 to Charlestown Navy Yard. (57)
- More frequent evening and weekend service. (26) (27) (28)
- Improvements to Mass. Ave corridor from Harvard to City Hospital including special bus lanes, preferential signals for buses and express service. (60)
- Improve bus access to Brookline Village station. (60)
- Connect route 47 with route 83 and terminate route 47 at Ruggles (77)
- Connect route 64 with route 91. (77)
- Terminate route 96 at Davis Square. (77)

#### **2. Jitneys/local shuttle buses**

- Provide a better feeder bus system to MBTA stations. Q3a. (85)

### **C. New services/Innovations**

#### **1. Bus service**

- Top priority should be the replacement of the Washington Street service. B5a.B9d.B11d (92)
- New Dudley bus station should be constructed to accommodate light rail. (84)
- Extend Washington Street Replacement Service from Dudley Square to Mattapan Square. (60)
- Create dedicated bus service to City Hospital. B5c.
- Provide bus service from Commuter Boat/ Rowe's Wharf to a T Station (i.e. Park Street, Downtown Crossing).
- Provide cross-town bus service. (53)
- Build the South Boston Piers Transitway. (91)
- Express route Chelsea to Haymarket

- Express route Allston Landing to Financial District
  - Run a shuttle from Forest Hills to Boston State Hospital. N8.
  - Express route South Bay to Financial District
  - Reduce service on Route #60 between Cypress Street and Chestnut Hill because it duplicates Peter Pan service. (68)
- 2. Better connections**
- Connect private bus services M2b.
  - Coordinate schedules between the modes at major transfer points. B6b. (85)
  - Provide better interconnectiveness. M2e.
  - Make better connections between local and express buses. (63)
- 3. High Occupancy Vehicle facilities**
- HOV programs to encourage utilization of HOV lanes to be included in the Central Artery. (59)
  - Designate HOV lane between CANA and MGH campus along Causeway Street. B4a. (57)
  - Explore HOV lanes on Southeast Expressway. S1b. (6)
  - Implement HOV lanes only where public transit is not feasible. (85)
  - HOV program with priority downtown parking for carpoolers. (56) (84)
  - Express lanes through tolls for HOVs on Mass Pike, Tobin Bridge, Sumner Tunnel, Third Harbor Tunnel. (56) (84)

## **VII. Rubber Tire Transit Solutions - Suburban to Urban**

### **A. Customer service**

#### **1. Bus service**

- Point of Pines needs a bus shelter. L2g.
- Improvements to Watertown Bus Terminal

### **B. Access for people with disabilities**

#### **1. Bus service**

- Private operators of state purchased accessible buses (such as the Peter Pan Logan Express) must maintain the equipment so that is operational. F10.
- The MBTA should run buses parallel to the Framingham Commuter rail for people with disabilities. F15.

#### **2. Paratransit**

- Connect the paratransit system run by MetroWest and the MBTA core area. F3b.
- Expand The RIDE to Needham. (4) (5)

### **C. More effective use of existing facilities**

#### **1. Bus service**

- Increase frequency of buses from Wayland to Boston; include some runs in off-peak hours. (52)
- More frequent service on the #59 bus. (5)
- Provide better bus service to Waverly Station. W4b.
- Run 136/137 bus on Sundays with the Saturday schedule. (50)
- More bus service, including late night, between Winthrop and Orient Heights. (6)
- Routes 131, 136, 137 and possible 130 and 130A are unnecessary if there is better commuter rail service from Reading to Boston. (68)
- Connect route 69 with route 74. (77)
- Extend North Cambridge trackless trolley to Arlington Center and have all Arlington Heights service routed to Alewife. (77)

### **D. New services/Innovations**

#### **1. Bus routes**

- Reinstate bus service along Route 138 from Canton Center to commuter rail stations. (40)
- Express route Newton Centre to Boston (24)
- Express route Burlington to Back Bay
- Extend electric bus service to Arlington and Newton from Cambridge. (85).
- Extend trackless trolleys from Watertown Square to Newton Corner. B3c. (60)

- Extend MBTA bus from Ashmont (238, 240) through Randolph to Stoughton Center. (37)
  - Reroute some #301 express buses to Allston-Brighton via Cambridge Street. (27)
  - Provide a Logan Express from Alewife. M8e.
  - Provide Logan Express from the North Shore.
  - Logan Express - Massport plans to create a new Logan Express route from Woburn to Logan Airport. A parking facility with access from Route 128 would be provided.
  - The Woburn to Logan Express should involve Hudson Bus Lines. (68)
  - The MBTA bus route from Medford should be discontinued - it competes with private bus service and with MBTA train service at a higher fare. (68)
  - New express services between downtown and Burlington (vicinity of Routes 3 and 128)
  - Express route Waltham/Newton/Watertown to Back Bay
  - New express services between downtown and vicinity of Routes 1, I-95, and 128 in Saugus
  - Express route Peabody/Lynnfield/Saugus to Haymarket
  - Express bus from Hull to Braintree Q4a.
  - Institute a bus route from Nantasket to Hewitt's Cove to the Red Line in Quincy, then to the Logan Shuttle in Braintree. Q4d.
  - Express bus service on Southeast Expressway HOV from Brockton and Stoughton via Canton (37)
  - Bus service from Cape to Braintree (22)
  - Express buses to Cambridge via I-93 and the Mass Pike (77)
  - Institute Waverly to Alewife service via Belmont Center. (77)
  - Institute Waltham to Alewife service. (77)
  - Institute route 70 (Waltham-Central) to Kendall and Lechmere instead of route 64. (77)
- 2. Better connections**
- Increase shuttle bus services. (33)
  - Run more shuttle buses as feeders. (6) (32)
  - Use software called PEND which could help as a feeder to the MBTA. W3. (86)
  - Coordinate bus and commuter rail connections at Newtonville station. (4)
  - T should facilitate coordination of suburban services.
- 3. Parking expansion**
- Establish more suburban park and ride lots near local amenities so people do not need their own cars to run errands. (57) (25)

- Identify park and ride lots within a ten mile radius of Boston. B4c. (57).
- Expand parking for MBTA bus service from Newton Center and Newton Highlands. (24)
- Build parking at Newton Corner for express bus use. (45)
- Expand parking at Waverly Station. W4a.
- Build more parking at Millbury park and ride lot. (49) (11)
- Provide additional commuter parking to serve Peter Pan bus service from Worcester. (20)
- Build parking along existing bus routes; consider shopping plazas. (55)
- Put bus terminals at shopping malls. (90)

**4. High Occupancy Vehicle facilities**

- General support for HOV lanes on major highways. S10a. Q7b. (47) (56) (68) (84)
- Implement MAPC's MOVE network. (88)
- Implement HOV lanes only where public transit is not feasible. (85).
- HOV program with priority downtown parking for carpoolers (88)
- More vanpools (17)
- MBTA should sponsor vanpools. (59)
- Make 1 lane on Route 128 dedicated to HOV. (47)
- HOV priority lanes at toll booths. (56)
- All HOV facilities should have at least hourly bus service. (85)

## **VIII. Rubber Tire Transit Solutions - Suburban**

### **A. Customer service**

#### **1. Bus service**

- Increase reliability of bus service on Route 9. (24)

### **B. Access for people with disabilities**

- Make all suburban services accessible.

### **C. More effective use of existing facilities**

#### **1. Bus service**

- Eliminate stops that are very close together on bus routes.
- Discontinue bus service between Lexington and Waltham.
- Use smaller buses during off peak hours.
- More frequent service with possibly smaller buses (2)
- Run mini-buses for some routes. (34)
- Coordinate MBTA bus service and Plymouth and Brockton service on the South Shore (7)
- Less expensive private bus service in Winthrop
- Establish a TMO in the Canton Area. (40)
- Eliminate MBTA bus service between Lynn, Peabody and Danvers; it would be best run by Michaud Bus Lines. (68)

### **D. New services/Innovations**

#### **1. Bus routes**

- Reroute bus #52: have it cross Rachel Road in Dedham so that people from Newton Corner and Newton Highlands can use it. (24)
- Provide some form of public transit from Mishawum Station to Burlington. M7.
- Need to improve/implement circumferential transit on Routes 495, 128, 27. N6c. Q9c. S5b. W9a (17) (42) (44) (50) (94)
- Cross-town service from Waverly to Wellington
- Better local service in Newton: cross-town bus and around the perimeter
- Implement circulator transit service for all new development areas/complexes within Route 128 with over 200 employees.
- Run a bus from Malden via Medford to Alewife station. M6b. (43)
- Run minibuses on Route 9 and to/from shopping centers. (46)
- More funding for suburban transit. (4)
- Coordinate efforts among towns such as LEXPRESS in Lexington. W7d.
- Reinstitute Randolph to Canton bus service. M2d.

- Experiment with express van or bus services to the major suburban employment center in Waltham/Lexington and Burlington/Bedford. (10)
- Integrate bus services between town centers and the major malls and industrial parks. (37)
- Free shuttles from employers to transit stations

**2. Better connections**

- Provide better intermodal connections between the bus and the ferry. Q4b.
- Better bus connections at Hingham
- Create a transportation center in the (Route 9) Golden Triangle. F7d.

**3. Parking expansion**

- Locate parking facilities along private carrier routes.
- Locate parking facilities on air rights over expressways.
- Expand parking facilities that serve MBTA buses on Route 9. (24)
- Build new facilities, and use shopping centers, movie theatres, churches, etc. to provide parking for existing routes.



## **IX. Water Transit Solutions**

### **A. Customer service**

- Reduce parking fee at Hingham Shipyard. (21)

### **B. Access for people with disabilities**

- Make all water shuttles accessible.

### **C. More effective use of existing services**

- Explore use of faster ferries, hovercraft, hydrofoil.
- Build ferry boat docks at North End Park (Commercial Street, Boston). (60)

### **D. New services/Innovations**

#### **1. Ferry routes**

- Inner Harbor Boat Service connecting Charlestown, South Boston and Logan Airport.
- Need more water transportation. Should look at hovercrafts. M10d.
- Need continued emphasis on water transit. B10a.Q1a.
- New boat services from the north: Lynn, Revere, Chelsea
- New boat services from Beverley, Salem and Gloucester (95)
- Provide ferry service to Boston from the North Shore. (31)
- Provide Quincy to Boston boat service. (2)

#### **2. Better connections**

- Feeder bus service to/from Rowe's Wharf

#### **3. Parking expansion**

- Expand commuter boat parking at Hingham.

## **X. Alternative Transportation Solutions**

### **A. Pedestrians**

#### **1. Improvements for pedestrians**

- Provide balanced transportation-supportive of bikes, pedestrians and transit. W7a.
- Pedestrianism needs to be addressed. B11b. (84)
- Build walkway over Neponset River Bridge. (2)

#### **2. Enhancements to make walking pleasant and less dangerous**

- Walk signals on Memorial Drive at Western Ave and River Street (46)
- Expand Downtown Crossing Pedestrian Zone. (74)
- Make complex intersections more pedestrian-friendly. (74)
- More pedestrian zones (76)

### **B. Bicycles**

#### **1. Special lanes**

- Expand bikeway network regionally. (2) (63) (64) (69) (72)
- Build concession stands on the Bedford-Alewife bike path.
- Improve bicycle routes: curbs, throughways, lanes on roads, etc. (47) (50)
- Designate a bicycle lane on Cambridge Street between the Longfellow Bridge and Tremont Street and repave the road. (64)
- Improve bicycle access from Commonwealth Ave and the BU Bridge to the Charles River Bike Path. (64)
- Repave Charles River bikepaths, install expansion joints to reduce buckling. (64) (72) (74)
- Make bikepath along Emerald Necklace continuous. (72)
- Bike path on Route 9 (72)
- Reduce on-street parking downtown and use the space for bicycle lanes. (74) (76)
- Bike path in Jamaica Plain and Canton (75)
- Improve Muddy River bike path. (76)

#### **2. Other facilities**

- The extension of the Red Line to Lexington should not interfere with the Minuteman Bike path. W5b
- Provide bicycle amenities at transit stations. (81).
- Build more bicycle parking around the city and in the suburbs. (2) (73) (74)

#### **3. Enhancements to make biking pleasant and less dangerous**

- Provide police patrols on path between Davis and Alewife.
- Better road maintenance, especially in winter (69) (75)
- Adopt a bicycle plan like the one in Cambridge. (74)

### **C. Other**

- Helicopters such as from hotels on Route 128 to Logan. (16)

## **XI. Highway Solutions**

### **A. Expressways**

#### **1. Widenings and new routes**

- Widen Route 128 from Route 9 to Route 24. Q2c. (34) (54) (94)
- Widen Route 3. Q2c. Q5b. (54)
- Do not use the Route 3 breakdown lane for traffic. Q5b. Q10b. (15)
- Extend Route 2 into Boston. (34)
- Extend Route 95 into Boston. (34)
- Upgrade Route 2 to limited access. (10) (35)
- Do not improve the highway system - make it less desirable to travel by motor vehicle. (44)
- Build a "Harbor Tunnel Thruway" from I-93 in Medford through Everett and Chelsea to Logan and I-90. (90)
- Complete US 44 between North Carver and Plymouth. (94)
- Widen I-495 to three lanes between Routes 24 and I-195. (94)

#### **2. Removal of bottlenecks**

- Increase number of ramps onto Route 93 in Boston. (34)
- Need a new interchange on C-1 near Sargent Street. M10b.

#### **3. Incident management**

- Better winter roadway maintenance (30)
- Develop an electronic message board for offices to alert commuters about traffic. B4b.
- Computerize route advice. (36)
- Provide funding to MGH to purchase electronic commuter information boards. (57)

### **B. Non-Expressway**

#### **1. Street widenings/Intersection improvements**

- Rebuild the Greenlodge Street Bridge with the elimination of direct access to Route 128 from Blue Hill River Road. N3d.
- Improve congestion problems between Route 9 and Framingham Center.
- Improve the Route 3A bridge between Scituate and Marshfield. Q5d.
- Improve Route 16 rotary at Alewife. (16)
- Provide a left turn cycle in the signal on Bowdoin Street at Cambridge Street. (64)

## **XII. Non-Transportation Solutions/Innovations**

### **A. Land use**

See MAPC's full comments. (88)

- 1. Reduced travel distances**
- 2. Density**
  - Incentives to encourage downtown development, discourage suburban development.
  - Emphasize older downtown centers. W1.
  - Encourage concentrated development. (88)
- 3. Urban design**
  - Zoning for village development, not highway development. (90)
- 4. Jobs-housing balance**
- 5. On-site child care and amenities**
- 6. Coordination of land use plans with transportation**
  - Planning for traffic impacts by shopping centers. M10e.
  - Ensure that major civic building have adequate public transportation. (24)

### **B. Telecommunications**

- 1. Technological advancements**
- 2. Facilitate networking - standards and safeguards**
  - Encourage employers to allow employees to work at home.

### **XIII. Inducements to favor efficient forms of transport**

#### **A. Disincentives to automobile use**

- Explore a regional gas tax. W9b.
- Carpooling incentives (89)
- Impose stiff penalties on companies for not encouraging the use of mass transit. (47)
- Mandatory trip reductions, for businesses of more than 25 employees (50 outside 128).
- Look at MAPC's trip reduction ordinance. W9c.

#### **B. Road pricing**

- Per mile using AVI (85)
- Explore using a bar scanner for the Pike. S10b.
- Penalties for driving cars with less than 3 people (22)
- Consider the use of passes to get into the city in a car. Q9d.
- Raise tolls on Tobin Bridge to \$1 (39)
- Congestion pricing
- Charge all cars coming into Boston. (25)
- HOV toll discounts (56)

#### **C. Parking restriction**

- Regional parking freeze/reduction (85)
- Universal parking fees
- The state should charge state employees for parking. B12c.

#### **D. Financial incentives to use transit**

- The legislature should dedicate funding for mass transit from the income tax or a highway users tax. M3j. (8) (14)
- The MBTA needs dedicated funding. S6. W2c. (88) (91)
- Lower fares

#### **E. Innovative tax incentives/deductions**

- Tax incentives to encourage employers to subsidize transit for employees
- Change state tax regulations to limit the allowable tax deduction of employer paid parking and increase the deduction for employer paid transit passes.
- Create tax incentives for employer transportation management services.
- Enlist small employers to subsidize transit passes for employees.
- Encourage employers to promote bike commuting. (2)
- Tax incentive for use of commuter bus/MBTA (22)
- Allow employee transit subsidies to be used on private carriers as well as the MBTA. (84)
- Change federal tax code to remove disincentive to moving short distances. W11.



# CHAPTER 6

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## Future Actions to Be Taken





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## 6. Future Actions to be Taken

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Phase II of the study will consist of screening the projects listed in Phase I to determine consistency with state, regional, and local transportation goals, policies, and objectives. Criteria for evaluation will be established in conjunction with the Advisory Committee. The Working Committee, aided by staff, will prepare a winnowed list based on these criteria for approval by the Advisory Committee. The winnowed list will be carried forward for further analysis in Phase III. The Advisory Committee will meet to discuss the results of Phase I and the direction of Phase II on January 17, 1992. It is expected that two additional meetings will be held before Phase II is completed on March 31, 1992.

Suggestions from the public which are purely operational in nature will not be carried forward for analysis as part of this effort. The agencies which make up the Working Committee (EOTC, EOCD, MBTA, MBTA Advisory Board, and MAPC) believe, however, that it is important to respond as soon as possible to these questions and ideas. Therefore, a supplementary document which contains responses to operations-related comments will be produced early in 1992.

As a result of the public process and the wide range of comments received on all types of commuting, the transportation planning process should not be restricted to identifying capital projects to improve MBTA transit service in isolation of other transportation factors. It is important that throughout this study, all forms of potential improvements be examined, especially those with relatively low capital costs. It is important to emphasize to the public that improvements made to one mode may have tie-in benefits to other parts of the interdependent transportation system.









